

FEBRUARY 15, 1952

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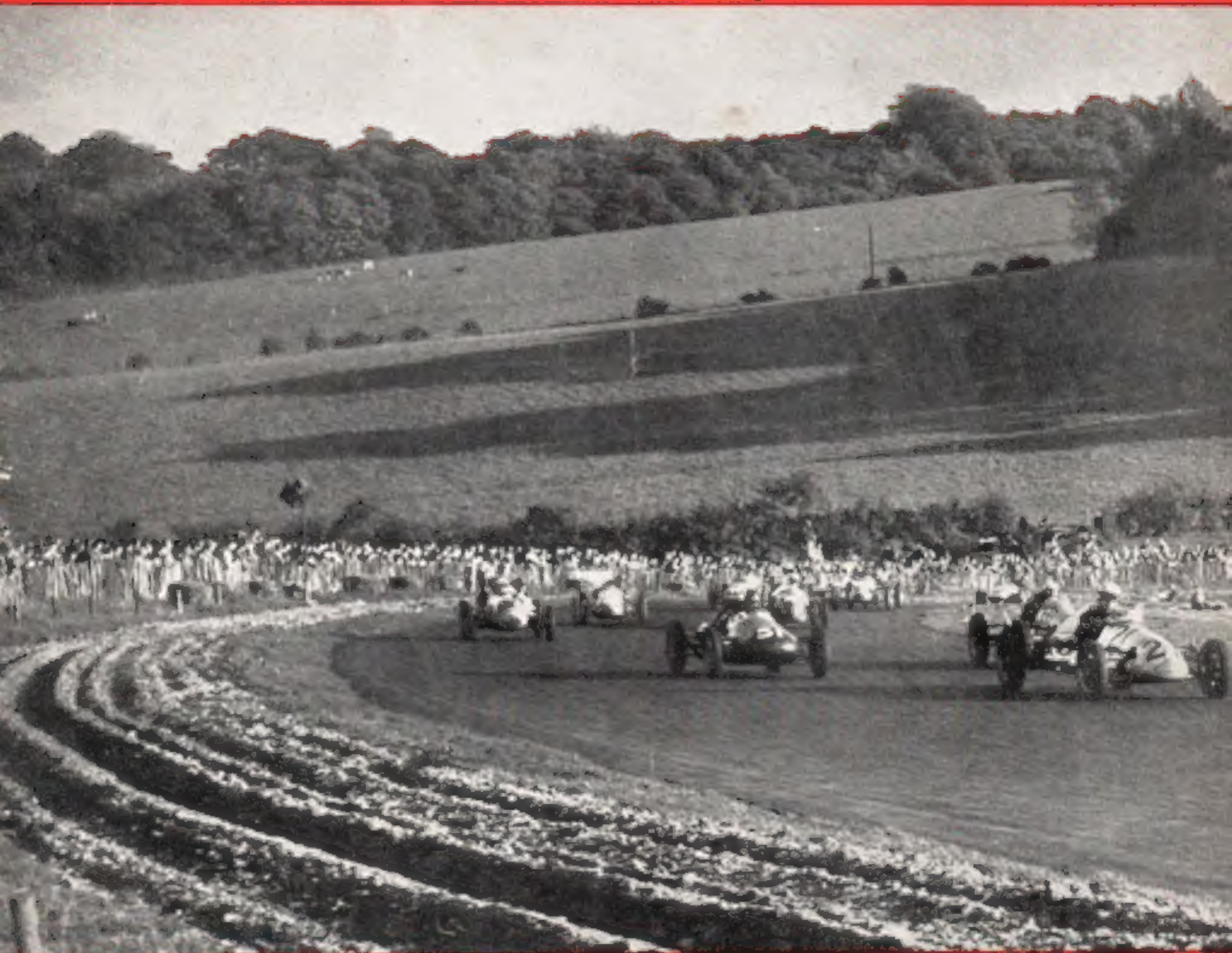
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EVERY FRIDAY

Vol. 4

No. 7

BRITAIN'S MOTOR SPORTING WEEKLY



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JOHN BOLSTER

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RUSSELL LOWRY

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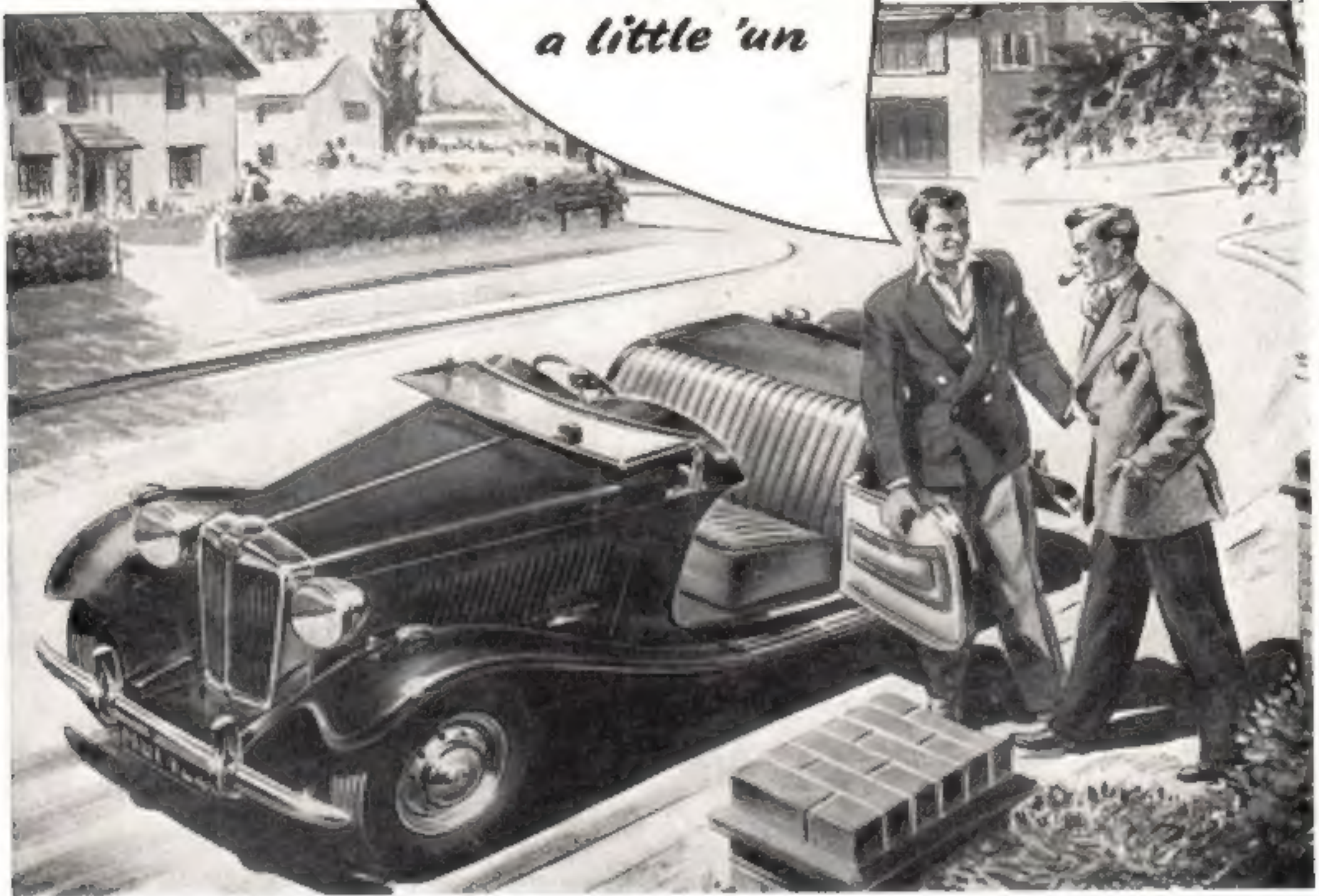
H. A. O'BRIEN

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roomy for
a little 'un*



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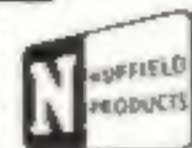
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BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

Vol. 4, No. 7.

February 15, 1952

Assistant Editor - C. POSTHUMUS
Northern Editor - RUSSELL LOWRY
France - GERARD CROMBAC
Chief Photographer - GEORGE PHILLIPS
North of England - FRANCIS N. PENN

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NOTICES

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EDITORIAL

THE oldest existing motor-race; that is the proud boast of the R.A.C. Tourist Trophy, which was first run in the Isle of Man in 1905, a year before the other claimant to the distinction, the Targa Florio. The importance of the T.T. lies in the fact that it is the only road race for cars with full road equipment in this country which appears in the International Calendar. It is an event full of tradition, and has seen the development of many of Britain's finest high-performance cars during its long history.

From Ulster comes disquieting news. It is stated, with some authority, that the R.A.C. intends to withdraw its sponsorship of the classic event. Although this is not confirmed by Pall Mall, responsible people in the north of Ireland assure AUTOSPORT that it is indeed the case. If this is so, it will prove a great disappointment to thousands of motor-racing enthusiasts in Ireland, who hoped fervently that the race would eventually recapture its pre-war glory. It is an especial blow to the officials of the Government of Northern Ireland, and to the Ulster A.C., who have done their utmost to ensure the future of Dundrod as a racing circuit.

Undoubtedly the two post-war T.T.s have not been a financial success. Really atrocious weather completely ruined the "gate" at the 1950 race, and last year the absence of foreign drivers in foreign cars tended to make the Ulster public apathetic. To be a success, the Tourist Trophy must be as International in character as it is possible to make it. Every inducement must be handed to the big continental teams to send their best drivers. The public will flock to see people like Farina, Fangio, Gonzalez, Ascari, Villoresi and others do battle with our own Stirling Moss, Reg Parnell, Peter Walker, Peter Whitehead, George Abecassis, Tony Rolt and the rest.

Naturally the Ulster A.C. will do all in its power to ensure that the T.T. is run in 1952, but without the official sponsorship of Great Britain's premier motor-ing organization and national club, it may be that the task would prove rather too much for a territorial club. It is true that the A.C. de l'Ouest, and not the A.C. de France, organizes the classic 24 Hours Race at Le Mans. However, this great event has the full co-operation of France's senior organization, as is evident by the officials one sees on the Sarthe circuit.

If the R.A.C. does withdraw its sponsorship, it is to be hoped that the Club will do everything in its power to assist the Ulster A.C. to maintain the tradition of "greatness" which must always be associated with that admirable event—the Tourist Trophy.

OUR COVER PICTURE

FIVE-HUNDREDS: Racing will soon be in full swing again. Here is a bunch of half-litre cars on Paddock Bend at Brands Hatch during a 1951 International Meeting.

Pit and Paddock

CLIFF DAVIS has purchased the ex-Lloyd George V-12 Rolls-Royce saloon and intends to use it.

IN next week's issue, continuing his "Saga of the Aston Martin", Dudley Coram deals with the Le Mans model.

THE Morris Minor will shortly be marketed with the 800 c.c., o.h.v. Austin engine, which develops 30 b.h.p. at 4,800 r.p.m.

REMARKABLE resemblance of the Formula 2 Ferrari "four" engine to an Offenhauser (Meyer-Drake) unit is not merely a coincidence!

MICK HAWTHORN may join "Ecurie Richmond" with Alan Brown and Eric Brandon to race the new Cooper-Bristol in Formula 2 events.

FANGIO won another South American race recently: the 93-mile circuit of Boa Vista, at Rio de Janeiro, this time, his Ferrari leading F. Landi's similar car home by 4.2 secs.

THE name Allard is a fairly common one in the Haute Savoie district of France, and at least one local paper, commenting on the Monte Carlo Rally, decided that Sydney Allard's family must have come from either Megeve or Annecy!

FARINA will drive in the works Ferrari team in the forthcoming Pau G.P. for Formula 2 cars, in



HALF-LITRE BLUE RIBAND: The exquisite Trophy, designed and executed by C. Posthumus, which will be presented to Eric Brandon on 22nd February, at the Half-Litre Club's annual dinner-dance in the Park Lane Hotel. The non-series-production car Trophy is almost identical, the only difference being that the car is unmistakably a "one-off" production.

company with Villorresi, Ascari and Taruffi. Future Ferrari plans include San Remo G.P. and the Marseilles G.P., these three events being on consecutive week-ends.

FULLY-EQUIPPED Mark VII Jaguar saloon, driven by Frank McCahill, set up a new stock saloon-car record at Daytona last Sunday at 100.9 m.p.h. Bird in an XK 120 returned 119.8 m.p.h.—best speeds ever recorded at Daytona by a stock saloon and sports-car respectively.

GRANT PISTON RING CORPORATION of the U.S.A. plan to buy a 4½-litre G.P. Ferrari for Indianapolis this year, and have ambitions to

compete in subsequent European events, both with this car and a four-cylinder Formula 2 Ferrari.

LESLIE WOOD would like to hear from a first-class navigator-cum-driver to assist him to pilot his XK 120 Jaguar in 1952 rallies at home and possibly abroad. First date is the R.A.C. event (31st March-5th April). He can be reached at 551 Watford Road, St. Albans, Herts (Tel.: St. Albans 2050).

AN eminent designer is co-operating with a British concern, long noted for "quality" high-performance cars not particularly conspicuous for good power-weight ratio characteristics. Aim is an ultra-lightweight saloon, of about 1½ litres, with a maximum speed in excess of 90 m.p.h. for the standard, and over 100 m.p.h. for the sports models.

FORMULA 2 NEWS: 2-litre Osca "sixes" will be raced by Elie Bayol, Franco Cortese and Franco Rol . . . Robert Manzon, André Simon, and Jean Behra will form *Equipe Gordini*, to handle the new six-cylinder, 2-litre, twin o.h.c. Gordinis. . . . Baron de Graffenried will drive a Platé-modified Maserati. . . . Ecurie Richmond has decided to apply for entry in the eight Grands Prix of France. . . . Ken Wharton will spend most of the season abroad—in Formula 2 events, with a????

THE 1952 TARGA FLORIO

AS in 1951, when it was won by Franco Cortese driving a Frazer-Nash, this year's Targa Florio in Sicily will be an international sports-car race, and takes place on 29th June. Organized by the A.C. of Sicily, the event will be contested over eight laps of the 72 kilometre Madonie circuit, making a total distance of 358 miles. The course starts at the Cerda grandstands, and passes through Cerda, skirting the villages of Montemaggiore and Caltavuturs, through Scillato, Collerans and Campofetice back to the start, a circuit which, with its innumerable twists and turns, steep climbs and ever-changing road surfaces, is un-

surpassed in severity throughout Europe.

Fuel used must not be higher than 80 octane. Supplies can be taken on at any point of the circuit, but pits are established near the Cerda grandstands.

Entries, at 20,000 lira, must be sent to the C.S.A.I., at 43 Corso Venezia, Milan, Italy. Prizes totaling nine million lira are offered, with three million for the winner. Amongst the numerous cups and trophies, the Biglia Cup is offered for best team performance.

Copies of the Regulations can be obtained from the A.C. Palermo, of Via Ruggerio Settimo 73, Palermo, Sicily.

King George Sixth

IT is with deep regret that we record the passing of His Majesty King George VI, who died at Sandringham on 6th February, 1952. An able and beloved monarch, he showed a keen interest in all things to do with motoring. Whilst Prince Albert, and as an undergraduate, he took up motor-cycling with a Douglas. Later, as Duke of York, he sponsored a motor-cycle racing stable at Brooklands, and often remarked that he would dearly love to take part in races himself.

In 1950, the late King graciously agreed to attend the opening meeting at Silverstone, the R.A.C. Grand Prix, and it was with great pride that followers of motor sport saw their King being introduced to the drivers, and watching the racing with an intelligent interest.

In tendering our deepest sympathy to the Royal Family for its irreplaceable loss, "Autosport" takes this opportunity to wish a long and prosperous reign for the new monarch, Her Majesty Queen Elizabeth II, who will have by her side her husband, Prince Philip, Duke of Edinburgh.

The reign of the new Queen coincides with a new era in British motoring sport, and it is to be hoped that the famous victories of Le Mans and Monte Carlo will be followed by many more, thus furthering the mounting prestige of British automobile engineering, and making an incalculable contribution to the future of this country's vital export trade.

ULSTER CLUB MAY SPONSOR NEXT T.T.

R.A.C. to Withdraw Support from Classic Race?

DISCUSSIONS are at present taking place in Belfast regarding the organization of the next Tourist Trophy Race, scheduled for 13th September, on the Dundrod circuit. The R.A.C. has decided, for financial reasons, not to sponsor this race, but have advised the Ulster Automobile Club that they are prepared to issue a permit for the



ROYAL SILVERSTONE: His Majesty chatting to drivers (L. to R.) Louis Chiron, Baron de Graffenried, Bira and Joe Kelly, on the occasion of his visit to Silverstone for the British Grand Prix in 1950.

event, if the U.A.C. will take it over.

The major problem is, of course, the finding of sufficient funds for the "change of ownership", and it has been estimated that at least £5,000 would be needed. It is probable that a public subscription will be instituted, and that the Government of Northern Ireland will be approached for a grant. We have been told by the proprietor of a Belfast evening newspaper that he is prepared to make a substantial contribution to such a fund.

Provided that the financial side of the question can be settled, British sporting circles need have no fears for the future of this classic race. At Dundrod and on the

original Newtownards course, the Ulster club was responsible for most of the local organization, with the R.A.C.'s full approval. In laying out the course, in providing marshals and other officials, in making traffic arrangements and finding accommodation for the competitors, they spared no pains to make past T.T. races a success. We may be sure that they will be even more determined to carry on the great traditions of the Ulster Tourist Trophy.

W. McC.

So far, no confirmation has been received from the R.A.C. that it contemplates withdrawing support from the T.T. The subject is dealt with in this week's editorial.

SPORTS- NEWS

HALF-SIZE LE MANS

THE U.S.A. have a really international sports-car race coming off at Sebring airport, Florida, on 15th March, in the shape of the 12 Hours G.P. of Endurance. This event has sprung from last year's Six-Hour Sam Collier Memorial Trophy race over a shorter circuit, and will be contested, not only by the latest American Cunninghams, much lightened, and by Allards and XK 120 Jaguars, but by an Italian contingent comprising Piero Scotti, 1951 Italian 2-litre sports-car champion, in a Ferrari, F. Bornigia in an Alfa Romeo, Taraschi's 750 c.c. Giaur, and an Osca. Two DBs from France are also expected to take part.

Principal awards will be for best performance on handicap (on Le Mans *Indice de Performance* basis) and for greatest distance covered. The Sebring "12 Hours" marks the first serious European participation in a United States event for many years.

ROOTES GROUP PRICE INCREASES

PRICES of Hillman, Humber and Sunbeam-Talbot cars have been raised as follows:—

Hillman Minx saloon, new basic price, £470; Minx coupé, £540. Sunbeam-Talbot "90" saloon, £865. Humber Hawk saloon, £725; Super-Snipe saloon, £1,045; Pullman Limousine and Imperial saloon, £1,600.



ANGLO-ITALIAN: A beautiful example of a sports-saloon on a 2½-litre Riley chassis, by Vignale of Turin.

RETURN TO NORMALITY

R.A.C. Plan to Outlaw the More Extreme Specials in Trials

IT is expected that the R.A.C. will shortly issue new regulations regarding the types of vehicle permitted to take part in organized trials. First problem to be tackled is to prevent the entry of cars which may best be described as "freaks", and proposals for more normal machinery involve precise measurements as to the position of the power-unit. To discourage the tendency to place the engine as far back as possible in the chassis, it is likely that a minimum distance of 50 ins., measured from the rear sparking plug hole to the rear axle, will be introduced. Again, the minimum distance between the sparking plug hole and Number One cylinder will probably be 25 ins. (cheers from Jowett engine enthusiasts!). Suggested limit of weight

distribution may be in the front-to-rear ratio of 40/60.

Tyres will also come in for certain restrictions. Motor-cycle covers will be strictly taboo, as will the cutting of tyre treads, and it is anticipated that remoulds will have to be those issued by manufacturers to be named.

DENNIS POORE TO DRIVE ASTON MARTIN

IT is learned that 1950 British Hill-Climb Champion, Dennis Poore, has fixed up to drive for Aston Martin in certain races this season. He will handle a DB3 at Le Mans, in partnership with another driver so far not named. Aston Martin "works" drivers for 1952 are Reg Parnell, Lance Macklin and George Abecassis. The actual pairings for the three factory-entered cars have not so far, been announced, but it is almost certain that Eric Thompson will have a wheel. Aston Martin hope to have four "works" cars accepted, in addition to the two privately-entered machines (both of which are automatic qualifications) of Peter Clark and Nigel Mann.

B.A.R.C. WELCOME: (Left) Prof. A. M. Low, President of the B.A.R.C., and Stirling Moss, at the reception given by the Club in the Hyde Park Hotel to the successful "Monte" crews. (Below) Platform party (l. to r.): Desmond Scannell, Stirling Moss, John Cooper, Donald Healey (1931 winner), Sydney Allard and Tom Lush, Guy Warburton, Allard's co-driver, was absent abroad.



SCOTCH CORNER

By "AENEAS"

THE article in last week's AUTOSPORT by "High Peak" covered all the outstanding trials questions more than adequately, including the gentle dig at the owners of standard cars who moan about not getting an innings and then do not turn up at events in which consideration has been given to their requests. The same thing is, of course, happening in Scotland and, in one instance, the wise men of the East have gone halfway to meet the problem while, in another instance, the men of the West intend going the whole hog.

This week-end the Lothian Car Club are laying on a trial in which convener R. Welsh has burned a lot of his own and his officials' petrol in an attempt to break new ground. In the broad-sheets issued by secretary Dan McKay it is promised that the route will be tough, but will definitely contain no hazards that might damage an intelligently-driven sports-car.

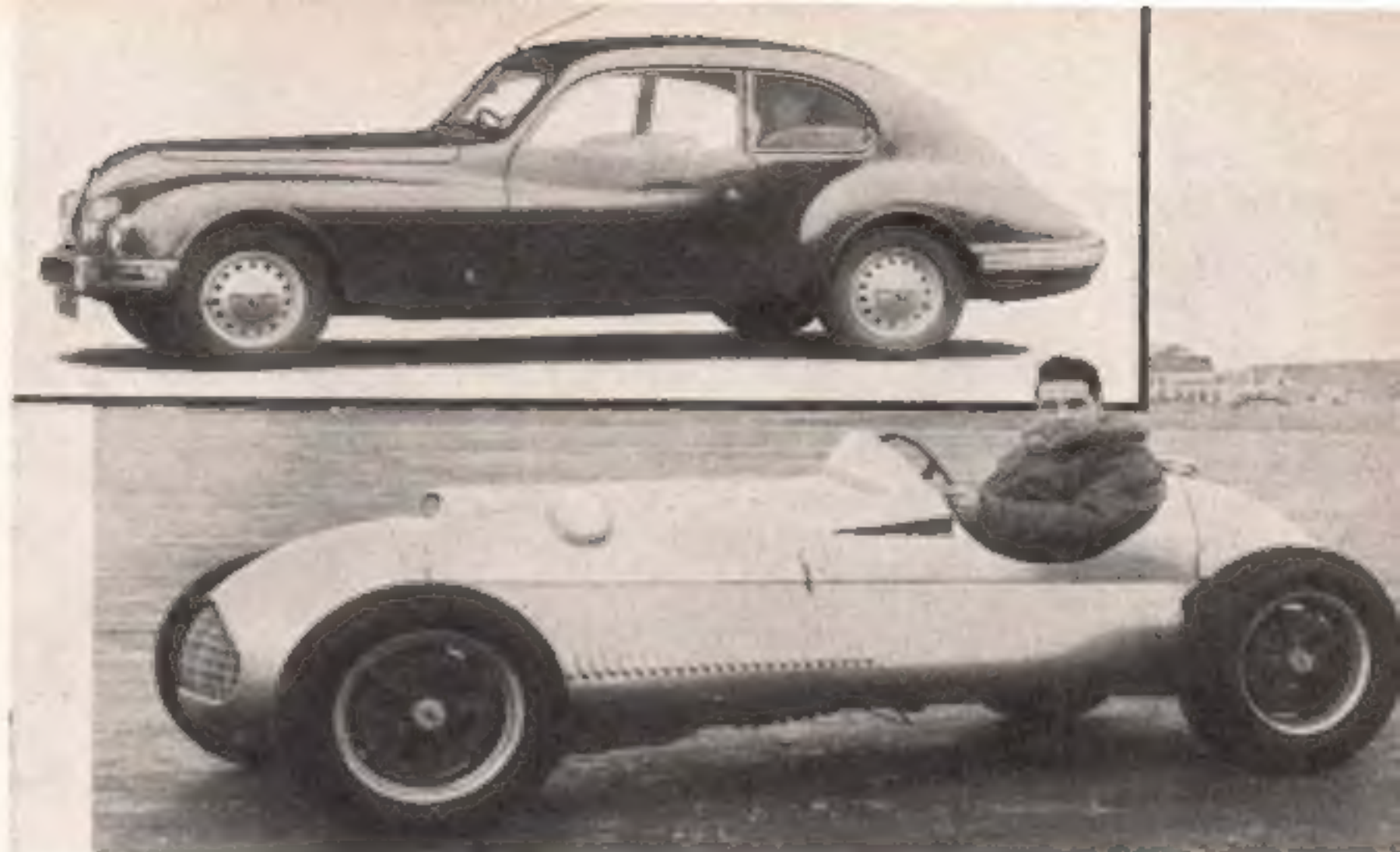
If weather conditions are at all reasonable the sections should prove greasy and gelatinous, but there are no stretches to clonk at one's sump or bring hordes of welders bearing bright torches for a small job on one's chassis. To owners of TCs, 4/4s and to the proud possessors of specials the Lothian Car Club have, therefore, issued a pleasant request to come along and give the club their support. At the end of the trial the committee suggests that all the competitors should get together with the club officials for a discussion concerning the success, or otherwise, of the event and pass on any suggestions that they may have for future trials.

WELL, that's the attitude in the East.

In the West, where the headquarters of the Scottish Sporting Car Club are, although club members are to be found as far North as Dingwall and as far South as the stately homes of Sussex, the Trials Committee has long been perturbed at the lack of interest shown in trials by the members and to whip it up again they intend, on 23 February, to run a "TRALLY".

You'll buy it. A "trally", you oddly garbed and inventively mounded Knights of the Mudsloggers, is a cross between a rally and a trial—being an event in which you will have a spectating interest only. On this occasion specials are barred.

Thinking that they might introduce the owners of family saloons very gently to the delights of trials-driving the S.S.C.C. has devised a route containing three hills and three driving tests which, although they demand a variety of driving skills are guaranteed not to dent or scratch the sedatest of family saloons. As proof of its non-damaging qualities competitor Number One will be a member of the Trials Committee and, to prove that there is nothing up its sleeve the Committee has also arranged that, at discreet intervals among the entry,



FILTON-POWERED: John Cooper with the new Formula 2 Cooper-Bristol, which has the same 2-litre six-cylinder engine as is used in the Type 401 Bristol saloon, seen in the top picture.

a number of the club's directors will go through the evolutions as laid down in the route sheet.

What could be fairer? Nothing, as far as I can see, and if the event proves successful then the S.S.C.C. will ensure that more trials are included in their programme in an attempt to win saloon as well as specials owners back to those great trials that the greybeards were talking about just before they went in as a body to complain about the mud you brought into the clubhouse from that last trial.

I HEAR that Ron Flockhart has parted with his J.P. "1,000" to Ulsterman M. Watson. In partnership with Alistair Birrell—one of his crew on the Monte Carlo Rally—Ron has purchased the ex-David Murray E.R.A. and he and Alistair plan to race the car in all the *Formule Libre* events in Scotland and in our own hill-climbs. The pair of them also hope to make occasional forays south of the Border for speed events and take a jaunt or two to Ulster and Eire if it can be managed.

Last season Freddie Stang discovered the difference between estimates and accounts and he has been spending the long winter evenings under and around his Lea-Francis. He is fitting a blower to the car and really hopes to do things this year.

I HAVE no doubt that, as a token of respect, the Scottish Centre of the M.G. Car Club would have postponed their Spring Trial last week-end, but prior to the death of the King the weather had made the organizing of the event completely impossible. In their prospecting of the route Ernie Herrald and Douglas Mickel discovered nine-inch drifts of snow and ground that was frozen hard as far down as nine inches. Snow was falling while they were making their survey and, in the Penicuik area, a snow plough was clearing one section of the road only to have to turn in its tracks and start all over again. We do have some pretty tough trials types up here but, there's a limit to good nature!

R.A.C. COMPETITION RULES

THE main points from a circular recently issued to recognized clubs are as follows:—Mileage restrictions on events taking place on a highway open to the public are: (a) Closed Invitation and Restricted—not exceeding 500 miles; (b) Closed—not exceeding 300 miles. In events run under an R.A.C. permit, the organizers must arrange either: (1) an enforced halt of one hour for each competitor during each 200 miles of the route, or (2) specify that no competitor shall drive more than 200 miles continuously without relief.

A club which has not previously organized any type of speed event shall not be permitted to have public attendance at the first meeting of this type which it promotes. [This is a more fair ruling than the original suggestion that a new venue should come under the no-spectators ban.—Ed.]

It has not yet been found possible to finalize the form of medical certificate to be supplied by drivers taking part in speed events, but discussions with medical authorities are taking place, and the results will be announced shortly.

For 1952, the F.I.A. have decided that individual drivers are free to select any type of crash helmet.

There must be adequate practising facilities at racing and speed events. For speed events, competitors should be allowed three practice runs, and at race meetings cars must be segregated into appropriate classes, i.e., sports-cars may not practice with racing-cars. Each driver must be given the opportunity of at least one hour's practice. [The segregation of classes during practice was originally suggested by AUTOSPORT in an editorial in the 12th October, 1951, issue.—Ed.]

B.R.M.A.

THE B.R.M.A. are holding a dance, buffet and film show for members and their friends in the London Area at the Ball Room, The Boat House, Kew, on 28th February, 1952, at 7.30 p.m.—11.30 p.m. Dress will be informal. The buffet is included in the price of a ticket which is 5s. per person.



SEASONAL SURVEY

CONCLUSION

TRIALS AND RALLIES

Men of the Year in British Events were Wally Waring, Ron Faulkner, Ian Appleyard, Denis Scott and Alan Hopkinson

In this survey, the concluding article of the series, we briefly review trials and rallies held in Great Britain and Eire last year. These events attracted an enormous number of entries and formed the most crowded calendar that has been known since organized motor-sport began.

Naturally, it would be extremely difficult to sort out which were the most important events, but in dealing with trials on the mainland, it must be obvious that the greatest amount of interest was centred round those which entailed qualifying for the R.A.C. Championship, and counted for points in the B.T.D.A. "Star" competition.

First of the 1951 classics was Hagley and District L.C.C.'s Clee Hill Trial, on 4th February, which attracted an entry of 75. Run in very wet weather, it resulted in victory for A. W. Lilley (A.W. Spl.). A week later, Gerry Pentony, with his Vauxhall-engined Cyclops, won the Southsea M.C.'s President's Trophy event. Another Vauxhall-powered special was successful in the Yorkshire S.C.C.'s extremely tough "4-44"; this was the

C.C.S., driven by Cyril Corbishley. There were 53 entries.

Southern drivers gained a sweeping success on 17th March, when Ron Faulkner (Paul Spl.) carried off Sunbac's famous Colmore Trophy. Runner-up was Tim Crump (Marden), with Wally Waring (W.H.W. Dellow) as third man—both from the South. The trio also won the team prize.

On 8th April, the M.G. (N.-W. Centre) went to North Wales for the "Cock-shoot", the winner being Tony Alldred (Ford), who scored his first success in a major trial. Alec Francis (H.R.G. Mercury) was runner-up.

Dorothy Corbishley (C.C.S.) made trials history on 22nd April, by being the first woman driver to win a classic event. She gained the P.A., from a field of 60, in the Lancs and Cheshire C.C.'s "Derbyshire". Runner-up was Ken Rawlings (Vanguard Spl.), whilst her brother Cyril was third.

Next "starred" trial was the Lancashire A.C.'s Davis Cup, and this was won by Cuth Harrison's son, Edward, driving the original Harford I. Edward's

closest rivals were A. A. Butler (Clegg) and Maurice Wilde (Ford). Not one of the 40-odd starters returned a clean sheet.

On 23rd September, Wally Waring was victorious in the West Hants and Dorset C.C.'s Knott Cup Trial which had 43 starters. This event was run on the feet and inches method of marking on hills. Runner-up was Goff Imhof (Imhof), with Ron Faulkner (Paul) third. Tim Crump (Marden) won the Taunton M.C.'s Allen Trophy Trial from Faulkner, his nearest rival.

The week-end of 20th-21st October was traditionally the "Buxton". Ashley Cleave (Morris) made best performance in Saturday's M.C.C. Sporting Trial. Next day, Cuth Harrison (Harford II) won the Sheffield and Hallamshire M.C.'s superbly organized "High Peak". Oddly enough, runner-up was son Edward (Harford I); third man was Bill Sleeman (Sleeman).

Ron Faulkner (Paul) was best of 42 starters in the Maidstone and Mid-Kent C.C.'s "Bossom", on 28th October. A week later, Tim Crump (Marden) finished



CHAMP: (Above) Wally Waring, 1951 R.A.C. Trials Champion and his supercharged W.H.W. Dellow.

on top in the Plymouth "200"; and Sinclair Sweeney, known to all and sundry as Sweeney Todd, captured the Cernian M.C.'s "Knowland", with his stubby Jezebel Special.

Cheltenham C.C.'s "Cheltenham" went to Gerry Pentony and Cyclops, by one mark from Wally Waring. This popular Cotswolds event attracted 45 starters.

A strong Northern team went down for Harrow C.C.'s "Cottingham", including Harrison, Mosby, Wilde and Phillips. However, Chilterns' mud defeated the majority of them, with the exception of Gordon Mosby, who finished runner-up to the winner, Ron Faulkner. Imhof was a close third. There were no clean sheets in this well-organized event.

The 24th November was not a Red Letter Day for the Bristol Club. Its annual Roy Fedden Trophy Trial saw the extraordinary spectacle of some 45 of the country's most efficient trials bolides, stuck fast in the mud of Ashwicke Park Woods, near Wraxall—the



RALLY STAR: (Above) Ian Appleyard swings his Jaguar round one of the bends in the Rest-and-be-Thankful Hill-Climb, during last year's R.A.C. Rally of Great Britain.



BEST B.T.D.A. MEMBER: Ron Faulkner (left), and his passenger, with his very efficient unsupercharged Paul Special. Faulkner won the 1951 B.T.D.A. "Star".

majority having to be extricated by means of caterpillars and tractors. This remarkable event was won by Reg Phillips and his Austin-Javelin device, which combination made the best performance on the three hills which were attacked before the bogging-in process began.

Final round of the R.A.C. qualifying events was played in the North-West London M.C.'s classic Gloucester Trial, and victory went to Cuth Harrison (Harford II), with Waring and Faulkner second and third respectively. An entry of 70 tackled sections which included Breakheart, B.B., Camp, and a first-rate discovery named "The Gulf", which was apt to disconcert the owners of the more tail-heavy specials.

The 35 qualifiers wended their way

to Meifod, North Wales, for the annual R.A.C. British Trials Drivers' Championship. On a circuit which included some short and very sticky hills, Wally Waring (W.H.W. Dellow) emerged as the new "Champ.", taking over the crown from triple-winner Ken Wharton, a non-competing in 1951.

Runner-up was Tony Rumbitt (Cotton), one of the most improved drivers of the year, and third best performance was put up by Goff Imhof (Imhof). Thus the South of England made practically a clean sweep. Best Northern man was Cyril Corbishley (C.C.S.), while Bill Lamb (Dellow) took the Scottish award.

Ron Faulkner was the 1951 B.T.D.A. "Star" winner, with Tim Crump (Marden) runner-up and Cuth Harrison (Harford) third man. Waring was originally announced as third, but lost marks through a protest upheld in one of the "starred" trials.

As regards the trials not in the Championship or B.T.D.A. "Star" category,

(Continued overleaf)

**Seasonal Survey—continued.**

easily the most important were the M.C.C. events, and that very successful trial-cum-rally, the Circuit of Ireland. The M.C.C. "Land's End" at Easter, attracted an entry of 182 cars and four three-wheelers.

Across the Irish Sea, the Ulster A.C.'s Circuit of Ireland had 179 starters, including a record number from the mainland. This admirably organized event was won outright by Alan Hopkinson (TC M.G.), who collected no less than six cups in the process.

The next M.C.C. event was more in the nature of a rally. This was the "Edinburgh", which had 100 entries. Best performances were made by J. W. Fleetwood (Anglia), K. N. Rudd (Citroën) and W. F. Mead (Jaguar).

The "Exeter" last December, had 144 cars and five three-wheelers. First-class awards claimants totalled 33.

There were, of course, many other notable trials which occupied a prominent place in club events. For example, there were the Sheffield and Hallamshire "Christmas", won by Cyril Corbishley (C.C.S.), the M.G. (S.W. Centre) C.C.'s "Kimber", victor Gilbert Best (PB), the Herts County "Winter" (Gerry Pentony (Cyclops)), the Kentish Border C.C.'s "Best" (R. F. Chappell (Dellow)), the West Hants and Dorset C.C.'s "Hartwell Trophy"—the Jesty Experiment—(H. R. Jesty (Minox)), the N. Midland A.C.'s "Kitching" (Cuth Harrison (Harford II)), the Liverpool M.C.'s Jeans Gold Cup (W. L. T. Winder (Austin)), the Shenhstone Trophy Trial (Bill Sleeman (Sleeman)), the Hants and Berks/Bristol Clubs' "Versatility" (D. H. Mayne (Fanifold)), Bristol's "Full Moon" (Ken Burgess (Burgess)), the N.W. London M.C.'s "Lawrence" (Ron Faulkner (Paul)), Hagley's "Worcestershire" (Pat Atkinson (Atkinson)), Kentish Border's "Stafford" (Michael Lawson (Lotus)), Sunbac's "Vesey" (Ray Merrick (Atkinson)), Yorkshire S.C.C.'s "Pennine" (Cuth Harrison (Harford II)), Falcon M.C.'s "Guy Fawkes" (Cliff Smith (J.C.S.)), Kentish Border's "Sporting" (Jim Appleton (Appleton)), N. Midland's "Sporting" (Reg Phillips (Austin/Javelin)), Chiltern C.C.'s "Chiltern Hills" (Tony Rumfitt (Cotton)), Berko's "Lockhart-Bossingham" (E. J. Chandler (Chandler)), Shenhstone's "Chase" (Ron Lowe (Dellow)), N.L.E.C.C.'s "Jacobean" (Michael Lawson (Lotus)), and many others.

SILVERSTONE: A scene in the paddock during the much-discussed "Half-Hour" speed tests at Silverstone, in the R.A.C. Rally of Great Britain, which were eventually scrubbed.

"CIRCUIT" MEMORY: (Above) R. L. Williams (A40 Austin) during the Ballycumber-Ferbane road test in the highly successful Circuit of Ireland Trial.

NORTHERN CREW: (Below) Cuth and Keith Harrison, who, with Harford II, had a first-rate trials season.



In Scotland, trials on the whole attracted few entries, but there were, nevertheless, several excellent events. Most successful driver was Bill Lamb, ex-motor-cyclist, who, with his Dellow, scored several victories. In addition to the Highland Three Days, he won the Falkirk and D. M.C.'s main event.

It was a record season in Ulster for trials, more events being organized than ever before. To Derek Johnston (M.G.) went the Ulster A.C.'s Ferguson Trophy. Wilbert Todd, Ernie Robb, Stan Porter, Barry Stuart and Chris Lindsay were also prominent in the results.

In Eire, several new specials appeared in trials, most of which were extremely well supported. The 1951 Eire Trials

Champion was Kevin Murray, who had an excellent season with his M.M. Special. Other prominent mud-pluggers were De mott O'Clery who put up some amazing performances with a J3 M.G.—Maurice Cavey, T. P. Ohle, Johnnie Bell and Cecil Vard.

The 1951 trials season will also be remembered as seeing an increasing number of "Night Navigation" events, of the type pioneered by Barclay Inglis and Holland Birkett.

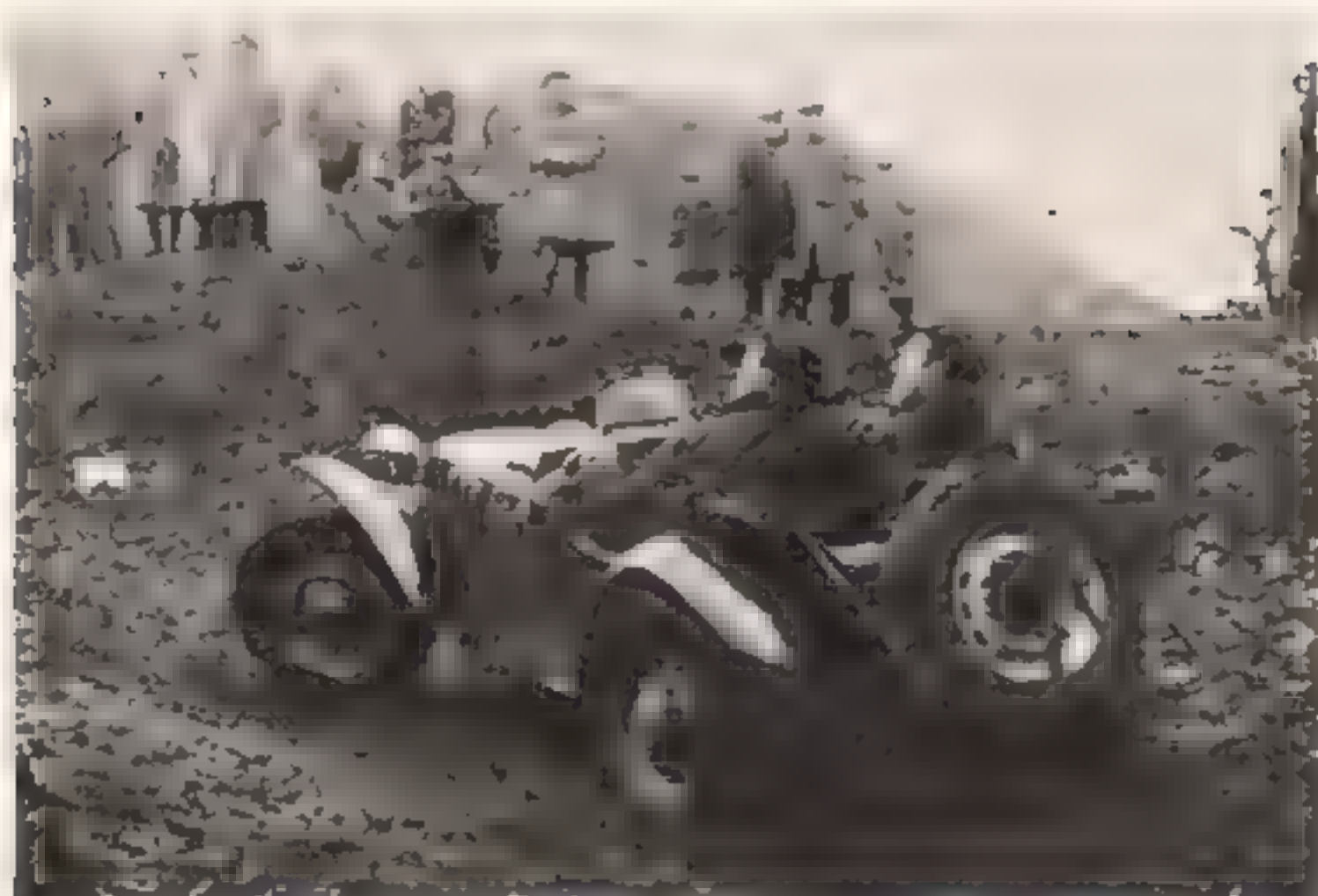
To Denis Scott (M.G.) went the honour of being the first winner of the newly instituted B.T.D.A. Rally "Star", given for the best aggregate performance in certain selected events. There were numerous club rallies, and several of more than local importance, the majority of which attracted large entries. Peter Riley (A40 Austin) and crew won the Cambridge University U.C.'s well-supported Miniature Monte Carlo on 10th February. The North Staffs A.C.'s "Burham" went to John Buncombe (Healey), whilst D. B. Yorke-Long (Lancia) took the Bentley D.C.'s Eastbourne Rally P.A. Pat Starke (Vauxhall) was victor in the Bugatti O.C.'s novel Rallye Telegraphique, and victor in the Isle of Wight C.C.'s Daily Telegraph event was E. S. Ridley (M.G.). Cyril Bold (Ford) making one of his infrequent appearances in events, won the Rhyl M.C.'s North Wales Rally; best performer in the Yorkshire S.C.C.'s "Scarborough" was W. F. Grantham (Jaguar).

First of the really big events was the R.S.A.C.'s Scottish Rally, a four-day affair (14th-18th May). Premier award went to Leslie Wood (Jaguar), and class-winners were Denis Scott (M.G.), J. R. Sidwell (M.G.), J. A. Edgar (H.R.G.), Keith Elliott (Bristol), and Leslie McDonald (Wolseley). A week later, Ian Appleyard (Jaguar) won the Premier Award in the Lancashire A.C.'s Morecambe Rally, although F. R. Dean (A.W.) made the best performance—as he was driving a special, it did not count for the P.A. H. J. Bone (M.G.) made best performance in West Essex M.C.'s Southend event, whilst the South London Centre (Richmond (Singer), Perring (Vauxhall) and two motor-cyclists) won the Curtis-Bennett Trophy in the Civil Services M.A.'s main rally.

On 25th/26th May, the Welsh Counties M.C. staged a Festival of Britain Rally, which was won by P. Howell (H.R.G.).

Early in June, the R.A.C. put on the first International Rally of Great Britain to be organized in this country. There were few foreign entries, but these included 1950 Monte Carlo Rally winner, Michel Becquart, who was handling a Jupiter. There were four classes, and





SCOTLAND'S BEST—Bill Lamb (left), who was the most outstanding trials driver North of the Border in 1951

best performance in the over 3,000 c.c. open category was put up by Ian and Pat Appleyard (Jaguar). R. Harper (Vauxhall) won the closed class. Jack and Jim Readings (M.G.) were victors in the 1,500 c.c. closed section, and best of the open brigade was John Brown (H.R.G.). Morgans won the team award.

J. H. Ray (Jaguar) won the P.A. in the Furness District M.C.'s Festival event, with Jack Reece (Anglia) the best saloon. In the B.A.R.C.'s Easter Rally Ken Bancroft (Ford) was best. This event again featured the popular *Midnight Concours d'Elegance*. Well-known pre-war driver, B. W. Fursdon in his evergreen Wolseley won the Plymouth M.C.'s Presidential Trophy Rally, and Norman Quick (Consul) was victor in the North-West M.G.C.C.'s "Chelford". The third annual Cheltenham Rally placed a premium on fuel consumption, and best performance on



FIRE CHAMP (Above) Kevin Murray and his familiar M.M. Special won the Fire Trials Championship in 1951

"EXPRESS" FLASHBACK—(Left) An M.G. team comprising (l to r) Geoff Holt, B. J. Warr, Denis Scott, Mr and Mrs. Alan Hopkinson (rally winners) and Stan Asbury



M.C.C. Daily Express 1,200 miles affair which was notable for the Lakeland hill-climb test timing contretemps, which resulted in Bob Foster (Javelin) being recorded the winner in error. The best performance was made by Mr. and Mrs. Alan Hopkinson, in their TD M.G., and runner-up was John Brown (H.R.G.).

The year also saw a number of veteran and vintage rallies, and the R.A.C.'s traditional London-Brighton Run, attracted a record entry of 165 veterans, of which 149 actually started

formula was made by Col. C. J. Lucy (Renault 4CV). R. N. Richards (R.B.W.) won the Eastern Counties event.

Phil Chapman and his efficient Mercury Special won the Bridlington Rally (15th/16th September). Ian Appleyard (Jaguar) added yet another victory to his ever-growing bag, by winning the North West London M.C.'s extremely successful London Rally without losing a single mark. Best performance in West Essex C.C.'s "Chelmsford" was by S. Freeman (M.G.).

Despite a clashing of dates, both the Lancs and Cheshire "Lakeland" and the East Anglian "Clacton" had an excellent entry list. Best performance in the former was put up by B. J. Warr (M.G.), whilst Pat Appleyard won the Ladies' Prize with her husband's Jaguar. In the "Clacton", the P.A. went to D. O.M. Taylor (Jaguar). Jack Readings (11-litre M.G.) was victorious in the S.W. Centre M.G.C.C.'s "Weston", and Bill Sleenan (Mercury) won the Shenstone Road Rally. R. J. Thurgood (H.R.G.) made best performance in the successful "Twenty-Four Hours", staged by the Sporting Owner D.C.

The British rallies wound up with the

Technical and Otherwise

by John Bolster

SECRETS OF TUNE

A few weeks ago I read an article in an American magazine about a genius who makes automobiles go as they never went before, and charges plenty for doing it, too. The majority of his customers are famous actors from Hollywood, and similar big-shots, and they all swear by his magic touch. Most of the story was written in a vein that makes little sense to the initiated, but it might be profitable to start a general examination of these recurring tales about mechanical wizards.

In the first place, about 90 per cent. of the cars on the road are giving less than their original performance, and a conscientious workman who can track down all the causes, and eliminate them, is a far more useful chap than any of your long-haired "experts". Most American service stations are equipped with elaborate and effective apparatus for testing all engine conditions, and such equipment is very useful in making a quick diagnosis. That goes for a few of the better British establishments, too. It is most unlikely that a wizard can do more than bring back the original urge, for if he had evolved a method of producing more power without detracting from other qualities, he would at once be taken on, at a very high salary, by the manufacturer concerned. The only exception is where some small cars have had their breathing deliberately restricted in the interest of long life, and there is no harm in hotting them up for drivers who will not abuse them.

Interference with Carburettors

For years gullible owners have submitted their cars to the ministrations of quacks, who have no qualifications except their own conceit. For some obscure reason the first thing that most of these people do is to interfere with the carburetter. Why on earth it should be thought that the engineers who designed the motor could not determine the correct settings, I don't know. The fact remains that these "carburation specialists" continue to get away with it; their method is usually to rev. the engine unmercifully in neutral, after which they reckon to know more about it than the technicians who did all the original bench tests. Wonderful!

No reputable engineer would ever try to tune a carburetter unless he had first checked every other part of the engine. It is essential to see that the unit is mechanically sound, and that all settings are absolutely standard, before attempting to make any improvement. If an engine has a valve or two that doesn't seat properly, an advance and retard mechanism that sticks, and a contact breaker that opens unequally on different lobes, it is perfectly true that it will demand a peculiar carburetter setting. The fact remains that it should never be run in such a condition, and that two, or half-a-dozen, wrongs don't make a right.

Where motor-cars are concerned the public are very ready to believe in miracles. Sell them some worthless concoction in a tin, and they will at once write flowery testimonials claiming impossible improvements in petrol consumption. Some years ago an allegedly radio-active cylinder was advertised, and found a ready market.

It was to be hung on a chain from the petrol-filler cap, and by "activating" the fuel it not only improved speed and economy, but automatically decarbonized the engine. A relation of mine, who is not of a mechanical bent, found that it did all these things and more. Actually, he had mistaken the instructions, and put the thing in the radiator instead of the petrol tank.

Among the lunatic fringe of the racing game, tuning has always been regarded as an occult art. The daily Press loves to fan this flame, for then it can use its favourite words, which are "mysterious", "secret", and "hush-hush". In spite of all that, the well-documented history of our sport proves that no major race has ever been won by a car of unaccountable performance. There have been, and are, men whose names have been connected with the preparation of many victorious machines, and who have obviously "got something". The "something", in most cases, is sheer dogged perseverance and an ability to work more hours out of the 24 than anybody else.

Freddie Dixon

The perfect example of that is Freddie Dixon. Fred came into the car game with an unrivalled knowledge of how to make motor-cycle engines go fast. He never ceased to apply it, and always made sure that every piston in a car engine was doing as much work as it would have done in a single motor-cycle cylinder. In achieving that he recognized that there were no short cuts, and day and night, night and day, those motors were tested, dismantled, reassembled, tested again, altered, and so on *ad infinitum*.

The chassis was prepared and proved in the same way, and by the time a Dixon-tuned car came to the starting line, it had had many times more useful man-hours worked upon it than any of its rivals. I think the thing is summed up by an answer that Fred gave to one of my questions. I had asked him which of two racing engines he preferred, and he made, to me, a rather surprising choice. The reason he gave was that one motor could be dismantled and assembled very quickly, whereas the other was much more complicated. So, although the latter was probably the more advanced design, it would take much longer to work it up to a raceworthy state of tune, in fact, it could not be done at all except as a long-term policy.

Really, then, there are no secrets of tune. It's all a matter of sheer hard work, experience, steady development, and more hard work. Naturally, a man who can stick to one type of motor is more likely to learn how to get the last ounce out of it, but the principles of internal combustion engines remain broadly the same. The problem is to get as much mixture into the cylinders as possible, burn it as efficiently as possible, as often as possible, and to persuade the resulting energy to drive the vehicle as quickly as possible for as long as possible. The whole operation is governed by the laws of mathematics, against which there is no appeal.

Boy! Bring me a seven-pound hammer and a two-foot Stillson wrench, for I would tune my carburetter!

RUSSELL LOWRY'S NORTHERN LIGHTS

WHO BROKE THE BANK? RELUCTANT PENNY—
FRENCH WITHOUT TEARS - NOT TO WORRY

So that's the Monte Carlo Rally, that was, and even if the North has not had the distinction of providing the first winner in 21 years, we can claim a hand in the victory through Guy Warburton, who once roasted me for describing him as a Lancastrian when he actually hails from Cheshire—or wicky werky, as the case may be. The majority of other returning Northerners bring tales of sheer hard luck with them, but all agree it was the best "Monte" for a long time. Oddly enough, the competitors' opinion seems to be that conditions were not quite so tough as during the famous blizzard of 1950, whereas those of us who depended on wireless sets (bless 'em for a good job) and written accounts, got the idea that they were considerably worse.

Speaking as a Northerner, I feel a very special bouquet should go to Ernest Sneath and his crew, who were the best British finishers after the heroic leading pair. As a father and son effort, without, as far as one knows, any background organization at all, theirs was indeed a great show. They even survived the voluntary perils of having a doctor on board! I happen to know, too, the concentration of work that Doctor Rodney Sneath had to put in beforehand, so as to acquire sufficient merit to absent himself on the trip.

Still indulging in local patriotism, the parochialism or call it what you will, I have to retrace the steps of a red herring—very difficult—about the reigning Trials Champion. Thinking me to be a subtle sort of person, he pulled my leg right out of sight with his letter about armoured ancestors. Or perhaps pennies weren't dropping with their customary ease that morning. Then he pulled the scales from my eyes, privately, before disappearing for Glasgow with the Jaguar. Anyhow, his family-in-law has since come along with a protestation that the object of all this speculation was really born in Huddersfield of long-time Yorkshire parentage. Having only been in Hampshire for a quarter of a century, I suppose they've hardly had time to unpack their bags yet.

A subject which has been, and will be further debated in the North, is Marcel Becquart's forthcoming introduction of the Sporting Trial to France. I've heard several people are making up parties to go and have a bash, and they will be interested to know that Doc. Hardman paid a visit to the scene with Becquart on the way back from Monte Carlo. The whole Trial will take place in the grounds of a mansion at Annecy, and none of the observed sections are more than about half a kilometre away from each other. Enormous trouble is being taken to prepare suitable hazards, including the flooding of some of the land to make nice mud! Bridges are being built and even suitable rocks are being carted in.

In view of the Chancellor's latest strictures, particular allurements attaches to the offer of free basic accommodation to competitors. I gather there will be plenty of trophies and also cash prizes for the first three place

winners. There will be no "class distinction" among the cars, as it is felt that nearly all will be under one and a half litres, and, presumably, all of them will be British. I understand that Roy Clarkson and Leslie Onslow Bartlett are providing British liaison.

As the clouds remain unbroken over the future of Gamston for racing purposes, additional attention settles on the projected northern track at Oulton Park, near Northwich. The Mid-Cheshire Car Club still have the situation well in hand and are optimistic of the result. They recently held their Annual General Meeting when all the existing officers were reappointed. This includes Vice-President Paddy Denton, who is one of the driving forces behind the Oulton project.

Those who enjoy a short dice may also like to know that the Wirral Hundred Club are putting on a car meeting at Rhydymwyn on 29th March.

ENTHUSIASTS for the smaller type of Rally can have a busy week-end in Wales on 19th, 20th April, when that event with the extraordinary title Rali Gogledd Cymru, which is being interpreted the North Wales Rally, takes place under the auspices of the Rhyl and District Club. During the previous night the Midland M.G. Club Welsh Rally should pass through the mountains on its way to Criccieth, where proceedings will end with the usual tests and dancing. This event has the distinction of a specific invitation from the local Corporation and will be the third successive visit. A slight air of mystery surrounds its omission from the current draft *R.A.C. Calendar*, as I gather that the necessary formalities have been attended to. Incidentally, that particular week-end must have been a frightful headache officially, as, according to the

(Continued overleaf)



CIVIC RECEPTION (L. to R.) Mr. W. Lyons (Jaguar Cars Ltd), the Mayor of Coventry, Councillor Harry Weston, J.P., R. Cotton, Wally Waring and J. Heurtaux, at a reception and luncheon given by the Mayor to mark the City's appreciation of the high positions gained by Coventry built cars in the "Monte".

Northern Lights—continued

Calendar, there are nearly a dozen separate Rallies taking place in different parts of the Kingdom.

A quaint afterthought makes me wonder whether Whitehall is having an Economy Drive, as the envelope bearing all this intelligence cost me a penny on delivery. If all the other Club Secretaries in the country have had a similar charge, our sport may have registered quite a saving!

ALWAYS like to end on a cheerful note. I produce this one, which happened recently at the peak hour of congestion in the City of Liverpool.

Correspondence

BRD.C. and Formula 2

I AM more than surprised at the fact that the BRD.C. and the *Daily Express* are running the forthcoming *Daily Express* meeting at Silverstone as a Formula 2 race.

Surely the most important consideration is the part this little old country back on the motor-racing map. Can this be done in Formula 2? I very much doubt it. Let us examine the facts. Firstly, we have H.W.M. who, though they did remarkably well, never won a race last year. Secondly, the new Coopers, which are an unknown quantity, then what?

On the other hand, I feel that B.R.M. are at long last finding their real stride, and that to rob them of victory at this stage is the very worst thing that could be done, particularly as this meeting will be one of the few in which they could have competed.

Is not the fact that so many races this year on the Continent have been made Formula 2 significant? Surely it means that the countries concerned KNOW that they have not got the cars for Formula 1 and are afraid of our challenge with the B.R.M.!

What other reason would they have for changing the formula before it should be?

I feel sure that B.R.M. will take an exceedingly dim view, to say the least, if they are not allowed to run in as many races as possible! Not to mention their keen supporters (myself included).

To be constructive for a change, why not have *one* production car race instead of two. This could have all the classes in at once—thereby saving an hour—and then have *both* a Formula 1 and a Formula 2 race!

Alternatively, of course, the meeting could start at 8 o'clock in the morning—it would not inconvenience most enthusiasts who get there at 6 o'clock anyway!

M. H. MARCH

LONDON, W.4.

Sing a Song of Bolster

ONE of these days I shall write a song entitled "Bolster, the Cat, and the Pigeons".

Regarding front wheel drive; over-simplification of this question can lead to a number of strange conclusions.

"Consider", says Mr. Bolster, "the behaviour of a car in the process of going round a corner".

What about the behaviour of a car endeavouring to proceed in a straight line on pavé or setts—as we cliquey Northerners call cobbles—or the brick section at Indianapolis?

Is it or is it not true that whereas an F.W.D. job has a natural tendency to hold its course a rear wheel drive car will emphasise every departure from the line of travel.

Try pushing and then pulling a barrow on such a surface and you will very rapidly appreciate this point.

Moreover, in discussing cornering, almost all your correspondents appear to consider exclusively the point where the vehicle is travelling, drifting or otherwise on an arc affected by centrifugal force and what have you. What about the equally important point where the vehicle is being put into a turn, with F.W.D. you have a positive forward urge to heave your nose off its course as opposed to a negative guide not unlike a ship's rudder?

A more than usually total stoppage of traffic was seen to centre around a car which had achieved a complete breakdown in an area spattered with zebra crossings, traffic lights, bus stops and tramlines. Around it, over it and under it, fussed a horde of sweating mechanics trying to make the thing go, or at least, make it sufficiently mobile to be pushed out of the way. Every indication was that the mechanism was locked solid from front to back. Chaos and consternation reigned everywhere . . . except in the back seat, where the owner sat reading his paper and peacefully smoking a cigar.

Incidentally, I agree with all Mr. Bolster's conclusions concerning the behaviour of vehicles whilst on a corner, but was always taught *not* to cut the power on a curve and therefore not to get into a position where I had to.

Finally, I would like to assure J.B. that my sword will always be at his service against bigoted criticisms from members of a certain nation who, with the splendid exception of Briggs Cunningham appear to have forgotten all we managed to teach them about how to make motor-cars.

HIGH GEDDILL

SHEPPOCK, CHESHIRE

"Formula IV"

I WAS most interested to see the photograph in "Northern Lights" (issue dated 1st February) of one of the most interesting new additions to Britain's already formidable list of small-capacity cars.

We have one of these potent "Halfshaft Specials" now forming, with a 1927 182 h.p. Sunbeam, the "from line" of the locally famous (or should it be notorious?) Ecurie Strawberry Hill. They are interesting little motors, ideally suited for the popular Formula 4 racing which calls, as your readers will know, for more than usual robustness of design and construction. Many are the abrupt meetings with the chicanes so liberally spread over the Formula 4 tracks.

To this end, the car is built in one piece: chassis and body, and relies for shock-absorbing effect on the yielding nature of the obstacles in the course itself, e.g., dogs, small sisters, flower-beds.

The engine is, of course, fitted into the car before each "dice"; transmission brakes are fitted but are rarely very effective. Performance varies, of course, with fuel used and also to some extent on the time of day races are run; for example an engine of the same specification as that shown in your contributor's photograph (say, a $\frac{1}{4}$ -pint capacity) will dice merrily through morning heats on milk and cornflakes, but may fluff badly in the afternoon final due to administration of too much pudding and/or sweets.

A four-foot-power Spaniel Special has been tried out locally but it has, regrettably, very little sense of direction, albeit with boundless "urge".

The only real disadvantage, to my mind, with Formula 4 racing is that dices tend to end at the far end of the garden.



"He was in the Guards."

necessitating a long cross-country push home (usually in the rain) by the pit staff, after driver and engine have lost interest. Some models, too, are fitted with B.E. tyres which fly off on corners into others (non-enthusiast's) gardens.

A good point, however, is that the Half-shaft Special car can be garaged—under the Sunbeam!

BOB GIBSON JARVIS

STRAWBERRY HILL, MIDDLESEX

Racing for the "Poor" Again

THANKS for Dick Caesar's thoughtful article on his proposed sub-formula. I feel that he is approaching the problem from the right angle, namely, the power unit.

Everyone agrees that in the face of international competition no cost or other limitations should be placed on Formula 3 machines proper and that the cost should be sustained by those best able to bear it until, motor-cycle practice having been left far behind, we shall, perhaps, have to float another B.R.M. Trust to field a Formula 3 team.

Together with the writer, I believe that it would be most unwise to attempt any limitation in chassis design and construction. There are a few in my branch capable of producing a raceworthy special and each winter a number of proprietary chassis (mostly less engine) are put on the market as their sellers take delivery of new models.

I feel, however, that the proposals are open to criticism on the grounds that no one would want to part with a successful engine, however little it cost in the first place; and provided that there were challengers the winning engines would change hands at a dizzy speed—if there were not the scheme would fall through.

Would it not be a more practicable idea to make a sub-formula for standard J.A.P.s only. This engine played a magnificent part in the early days of Formula 3 and if the duration of races were limited to its capabilities could again provide good close racing. Leave the endurance tests to those able to afford them.

J.A.P.s are perhaps the most readily available of engines, their price is not astronomical and there are several second-hand ones about. Of course, scrutineers would have to exclude all expensive modifications.

F. G. HANSTICK

CARLTON-IN-LINDRICK, NOTTS.

Excellent B.B.C. Coverage of the "Monte"

I FEEL the congratulations of all those who are followers of the Sport are due to the B.B.C. for their excellent coverage of the Monte Carlo Rally.

It is to be hoped sincerely that this year they will provide a good coverage of Le Mans.

Last year we missed hearing our first victory for many years. It would appear that this year the struggle will be greater than ever. If the B.B.C. does not come to our rescue the suspense will be almost unendurable.

N. J. ARMSTRONG
Major R.A.

BROMLEY, KENT

"A Car to Forget"

I WAS amused and delighted to see photographs, letters and comment on the aged low-chassis Double-Six Daimler. This ghastly device passed through my hands in 1949, its passing in no way regretted.

As a long-standing Vintagent, I suppose I would be expected to eulogize about this astonishing engineering error, but I am strongly of the opinion that one should enthuse about a car because it is a very good car and not merely because it is old. And this model, surely one of the Daimler Company's only real bloomers, was a very bad car, indeed. Hence, no doubt, the fortunately small number erected.

I admit that the vehicle is silent, but that is hardly surprising. So few horses surrounded by so much metal should hardly be able to make a noise at all. The steering, even with the front shock absorbers working, was always lamentable and gives one the impression that the front axle is 30 miles away. The brakes were always dubious in the extreme and the general handling, on a smooth by-pass for instance, was similar to that of the Flying Enterprise, complete with list. The under-bonnet overheating is such that, on a summer's day, one has to stop and remove one's shoes for cooling purposes every few miles. On the other hand, you can't drive it in your socks, because the pedals get nearly white

hot. The silence of the transmission is no doubt attractive, but its behaviour is not particularly pleasing, particularly when it sometimes mis-selects and the clutch pedal nearly throws one over the back of the seat. The total effect would be better static in the Science Museum than varying ratios on the King's Highway.

If one likes big cars, and I must admit that I do myself, let them be effective vehicles. I would rather have the considerable mechanical noise of the 36/220 Mercedes, my present love, allied with its performance, than all the silence of this horrifying and ill-favoured Juggernaut, accompanied as it is by frustration, alarm and extreme physical discomfort. The car, so a Daimler-expert told me, was in almost original condition at the time that I had it, so I doubt if the vices were peculiar to this particular car. It was, apparently, built for a man with his feet attached direct to his bottom, I might add, so close are the pedals to the steering wheel. In brief, it can only be described as a car to forget.

The very best wishes to your excellent publication, without which the week would be infinitely more gloomy.

JAMES R. M. BORTHBY

LONDON, W.2

Remember the Rally?

IN his letter published 18th January, Mr. Mercer asked "What is the Rally?" According to his account I feel quite certain that I was a recent owner of this car, if it is L18540 this is so.

I myself did try to unearth any written words about the marque that might have been published and my sole success was found in an issue of *The Autocar* of 15th October, 1926, on page 655, where an account is given of a 7 h.p. and a 10 h.p. "Rally" unit.



A photograph of the French-built Rally, referred to in Mr. Melesi's letter.

To my knowledge there are one or two of the original bodied Rallies in this country, but mine was a Special, registered in 1934, having a Rally unit with certain minor modifications, mounted, I believe, in an A.B.C. chassis with a classical light body in French racing blue.

I regret that during my spell of ownership circumstances did not afford my exploitation of its possibilities, but do not doubt that Mr. Mercer has acquired a most interesting car.

NINO MELESI

STANMORE, MIDDLESEX.

Return Rocket

IT IS odd how enthusiasm for one make of car can so often entirely warp the judgment, and destroy the sense of humour, of an otherwise sane individual. In your issue of 8th January Mr. Erl A. Richardson, Jr., makes all sorts of accusations against me because I am supposed to have been unfair to his particular pet.

I have no preference for any make, type, nationality or age of car, and I pride myself on the absolute honesty and impartiality of my approach. I can only tell Mr. Richardson that several Continental drivers, who have handled the marque in the past, were almost in tears at the Salon because they were so disappointed in the new model. As Mr. Richardson is so pleased with the performance and suspension of the car, one presumes that he must have driven it, as no road test

(Continued overleaf)

Correspondence *continued*

reports have yet appeared. Naturally, I shall make no comment on these aspects until I have done the same, and then I shall write a true statement, entirely ignoring the name on the front of the thing. Meanwhile, I stand by my description of the static exhibit.

I note with interest that I am neither a gentleman nor a scholar. I have never given the matter any thought, and it is probably perfectly true. However, if Mr Richardson's letter is an example of gentlemanly and scholarly writing, I think that perhaps I'd rather remain as I am!

JOHN V. BOLSTER

WROTHAM, KENT.

B.R.M.s for Indianapolis?

YOUR editorial certainly paints a dim picture for the future of the B.R.M. I do not, however, think it is quite as bad as you say. If the Continental race organizers do not want the finest racing car on their circuits, I'm sure it would be welcome in the U.S.A. Could not a team of B.R.M.s be prepared to run in the great Indianapolis race?

I am, of course, well aware that the B.R.M. is essentially a road racing car, but a certain S.C.L. Maserati did win the race two years running, so why shouldn't the B.R.M. do the same? If it could win, I'm sure most people would feel that it had, to a great degree, atoned for its poor showing last year.

What do other readers think?

W. J. WIGGLESWORTH.

GLoucester

The Wimble

THE wimble and borings figure together in a fifteenth-century poem, entitled "The Debate of the Carpenter's Tools"

"Zys, zys, seyde the wymbylle
I am as round as a thimble
My master's werke I wylle remembyre
I schall crepe fast into the tymbre"

I believe the word "wymbyll" is still used in the Welsh language today, for the tool we call a "gimlet".

PETER W. FLININ

CIRENCESTER, GLOS.

The Bill of the Wimble, or, Owd for a Crankshaft

VILLEBREQUIN? It does obtrude
To stir me from my lassitude
Don't think me rude if I intrude
To point the exactitude
Wimble don an' rings the bell
Translation's good and grammar's swell
But what the —!!? Why does he spell
VILLEBREQUIN with a ll?!

M. O. IRLAY

WESTMINSTER, S.W.1.

PAGE 870, *The Concise Oxford French Dictionary*, Chevalier and Goodridge, published by Oxford University Press, Amen House, E.C.4. Revised 1942.

"Vilebrequin (Dutch Wimbleskin) - Centre-bit wimble, (of motor-cars) crankshaft"

WIMBLEDONIAN.

WIMBLEDON, S.W.19

SENIOR Wambler is inaccurate. Does not Mr Carroll's poem start thus?

"'Twas Molsheim and the groily mechs
Did GAIR and wimble in the wake
All plighly were the Buglywrecks,
And the Gremlins outgrabe .

The word "Gair" means to weep tears of pure oil. It is fully explained in Kingsley's *The Water Babies*. The "Wabe" is, of course, Anglo-Saxon for the grass round a sundial - hence in modern or vintage usage, any visible portions of dashboard. Gremlins outgrabe when the warning instrument short-circuits itself.

There are other interesting points in the poem—references to the "Frumious Frazer-Nash", the "Jowett-bird", the "Manxome foe", etc. There is only one thing doubtful. Why should the author, in the last verse but one, have written "And hast thou slain the Jabbugatt? Come to my arms, my 'Beamish boy?'" To what Sunbeam victory is he referring?

The mention of Calais in the next line suggests that it was abroad.

But for the true meaning of the word "Wimble", I think we must agree with Wimbledonian. The writer of the original letter was misled by the shape of the instrument. Does it not look like the crankshaft of a mowing machine? And would not several of them look like the crankshaft of a Bugatt? If he had written "Wimbles" plural, there would have been no probable possible shadow of doubt.

W. J. C. MAYNE

BITTON, BRISTOL

"Medicals" for Racing

I UNDERSTAND that a medical certificate of fitness will in future have to be obtained by all drivers taking part in speed events.

I cannot help regretting that such a step has been considered necessary.

Routine medical examination of symptom-free people does carry a risk of doing more harm than good through the discovery of some defect of doubtful significance.

The likelihood of an accident in racing, due to sudden physical failure on the part of the driver must be exceedingly small.

Moreover, such failure is, I think, unpredictable at any ordinary medical examination.

The question of eyesight is rather special, but even there, vision which may be rather unsatisfactory in the strange surroundings of a test room, may, when combined with the other senses in familiar surroundings be wonderfully efficient.

If a driver feels well enough to undertake racing or hill-climbing, I think it is safe to assume that his or her health is good.

It seems a pity to complicate further an already over-complicated existence.

GAVIN S. SCOTT M.B., CH.B.

MALVERN LINK

HAVING seen a photograph in 28th December AUTOSPORT of Squadron-Leader Sid Greene, and a subsequent letter by N. F. M. Duncan, I am amazed that there should be the slightest suggestion that he should be barred from taking part in events which, in the past, he has so ably proved his prowess.

Have Medicals, by all means, but let all drivers be judged by their ability.

J. JACOBS.

HARROW MIDDLEX.

A Doctor-Competitor's Views

I WONDER whether the average competition motorist realizes the full implications of the proposed medical examination for fitness to drive in sports or clubs and circuit races. I write as a doctor as well as an active competitor and organizer in Scottish motoring events. The R.A.C. have not, as yet, published the medical examination regulations, but I am led to believe that it is to be a yearly examination. A *pro forma* has to be filled in by the examining doctor and set medical standards are laid down on this *pro forma*. If the would-be competitor does not come up to these standards he is presumably barred from competition motoring.

Examinations of this type do not come under the National Health Service Act, and a charge, somewhere in the region of 30s. to two guineas, would be made by the doctor. That is the standard charge for life assurance type of medical examinations. This charge is yet another financial burden to be borne by the competitor driver and to be effective the examination might have to be repeated more than once a year. Air crews require a complete medical examination yearly and also after any accident or serious illness. Such examinations can only be effective with the full cooperation of the examinee and serious conditions such as epilepsy and mild coronary disease might escape undetected at such an examination if not mentioned by the person being examined.

The refusal to grant a competitor's licence on medical grounds raises a thorny legal problem. It could not be hoped to keep such information confidential as too many people will have access to this information. If the person who has been refused should at some future date be involved in a court case where his driving is brought to question an opposing counsel might consider this a relevant point to bring up in court. It would be difficult for the defending counsel to explain why someone should be physically unfit to drive on a

closed hill-climb or race circuit and yet fit to drive on the congested public highways.

It cannot, of course, be denied that the regulations regarding the granting of an ordinary driving licence are, from a medical point of view, entirely inadequate. One can be completely colour-blind and over 100 years old and still be legally granted a driving licence. The authorities have not, as yet, devised an effective medical examination system. Perhaps they consider the difficulties involved do not justify the establishment of a medical examination. There are so many variable factors involved and a good example is the question of an upper age limit. Age in years means so little, and a man, 80 years old, may be in far better physical condition than another man, with no actual physical disease, who is only in his 50s.

Reviewing accidents which have taken place during motoring events, races, hill-climbs, etc., since the war, I can find no case in which a physical disability on the part of the driver was in any way blamed for the accident.

The proposed medical standards will, if strictly adhered to, eliminate a number of our successful competition drivers. Surely experience is a far better safety factor than an arbitrary medical standard! I hope that some provision will be made for these experienced drivers when the regulations are being drafted.

Everything should and must be done to increase the safety factor in motoring and racing events, both from the drivers' and from the public's point of view. I write this letter to draw the competitor's attention to some of the difficulties which are likely to be encountered in attempting to assess medical fitness to drive. I only hope that the points which I have mentioned, and many more which I have not brought up, will be adequately considered when regulations are being drafted. I would not like to see the R.A.C. producing at the last moment, a completely rigid and inflexible medical examination policy.

Throughout this letter I have referred to the R.A.C. as being the originator of the medical examination policy. I realize they act on instructions from the F.I.A., but the R.A.C. are our representatives and are the only people to whom we can appeal.

"MEDICO"

GLASGOW, S.1

Those Later "Medicals"

MR. DERBYSHIRE is very sceptical regarding Mr. Clapham's letter of 4th January, re Medical Examinations as carried out by the U.A.C.

As one of the drivers concerned I think I am in a fair position to set Mr. Derbyshire's doubts at rest.

I offered to produce on innumerable occasions certificates of fitness from medical men of National and International repute. These certificates have been accepted from me by every other club in Ireland, but not by the Medical Officer of the U.A.C.

I agree with Mr. Derbyshire that this is a ridiculous state of affairs, but the R.A.C. has stood for it during the past two seasons. Furthermore, it amounts to this, that a driver may come from England or Scotland, having been thoroughly examined and passed fit by a reputable medical doctor and he turned down by the U.A.C.'s Medical Officer.

W. A. H. TINSLEY

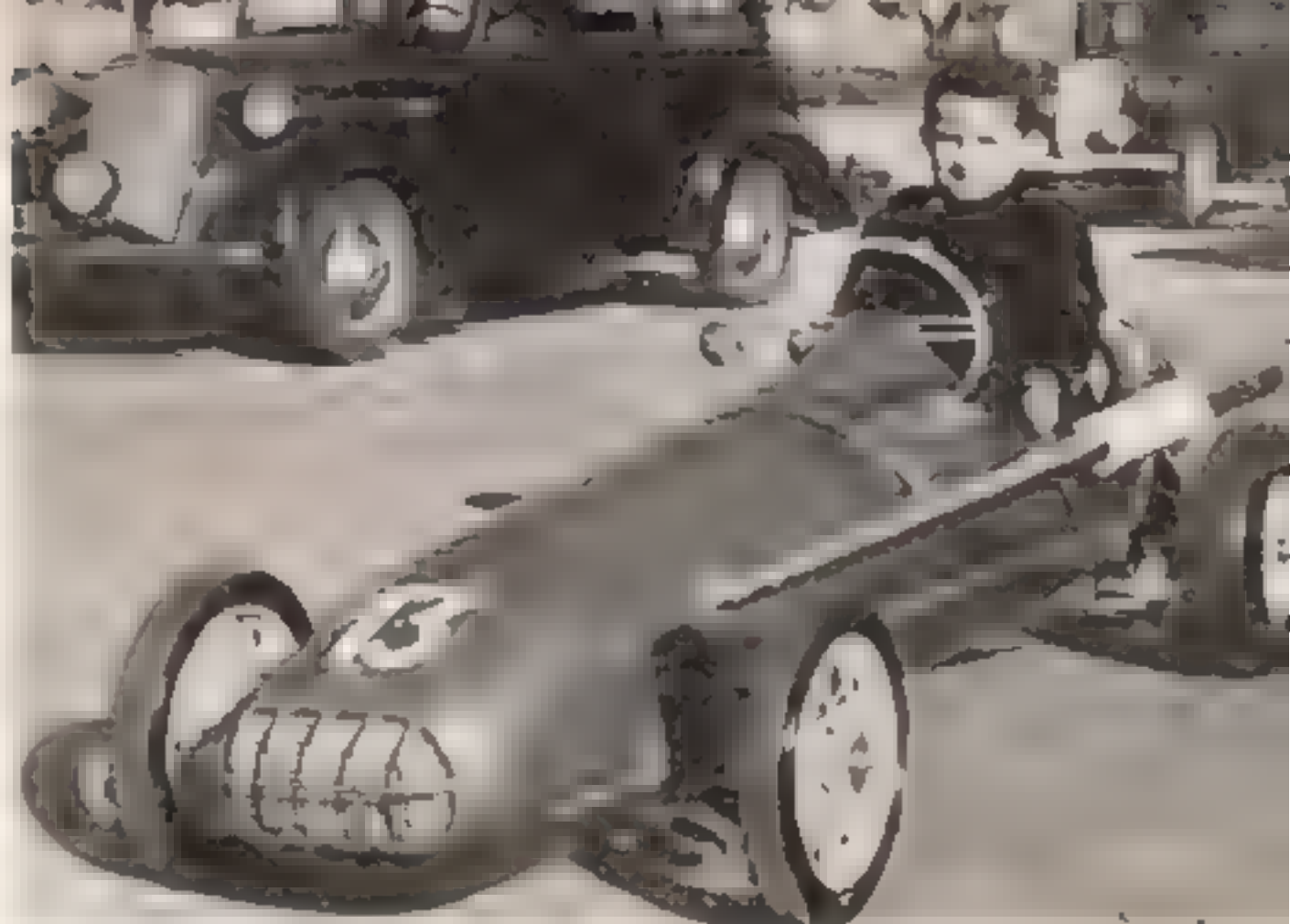
BELFAST

Four-Wheel Drifting

It is seldom that I am sufficiently provoked by the letters in your columns to put pen to paper myself, but I feel that Mr. David Bradley's letter in your 25th January issue concerning four-wheel drift positively shouts aloud for corrective criticism.

I quote from his letter: "The cornering power is proportional to the coefficient of friction between rubber and tarmac and is greatest when there is no relative motion between the two surfaces." If the cornering power is proportional to the coefficient of friction between the two surfaces then the cornering power is constant whether drift is employed or not, since, as every student of elementary applied mechanics knows, the coefficient of friction between two given media is a constant for those two media provided that no change in the surface characteristics of either medium takes place.

What Mr. Bradley probably meant to imply was that the cornering power is proportional to the frictional force. If this is the case then the cornering power will be at a maximum when drift is just about to take place and will remain



SPANISH SPECIAL: Angel Guberna Marzal of Barcelona, built this delightful racing-car for his son. It is 30 ins. high, 7 ft. long, does 80 m.p.g., has a 3-speed and reverse gearbox, and does over 35 m.p.h. It cost about £100, taking 720 man-hours to build.

at a maximum however great the drift. This again is not strictly true because the cornering power is the maximum power which may be employed in cornering a bend of given radius with a car of given weight and a given side adhesion factor between tyre and tarmac. Thus for a given car and bend the fastest permissible cornering velocity is that which just causes the car to commence sliding. The driver then knows that he is generating the maximum centripetal force to overcome the perpendicular component of his velocity, possible with his car.

Any further increase in power will only produce more drift without any increase in relative cornering speed.

There are probably several factors which I have neglected to include which affect the theoretical result, but no doubt some reader who is fortunate enough to possess a motor-car having enough reserve power to permit of its being drifted through bends will come up with a practical answer to the problem.

FRANKIE K. CHORLEY

MITCHAM, SURREY

The A.R.M. Fluid Transmission?

FOR some years now I have been toying with the idea of a completely fluid transmission, and would like to suggest the idea for that noble vehicle, the "A.R.M."

The engine would drive some kind of high pressure, large capacity pump (or is this asking too much?), and would be connected to the drive unit by suitably stout, flexible pipelines.

The drive unit would consist of turbines—which need not be particularly large—mounted on the chassis, and driving the road wheels through short axles, universally jointed.

The rotor blades of the turbines would be featherable (on the same principle as the aircraft propeller) and so would make a most effective form of infinitesimal gearing (the reversing force might be quite useful too if the blades were reversed).

The obvious benefits, apart from the gearing, are the lack of propeller shaft (which would solve Lord Charnwood's problem concerning the driver's bottom!) and the free position of the engine (put it in a trailer behind, if you want to).

The fluid would enter the turbine at the end opposite the axle (and the flow would be similar to that of the air on a gas turbine), before being pumped back to a reservoir tank.

I once made a pump on the Archimedeian principle which certainly pumped the oil through (the pressure was unmeasurable by the instruments I had), but I should imagine that a conventional type of rotary gear pump would do the trick, or possibly a series of oscillatory pumps operated by a swash plate, as employed by Fordsons on their hydraulic lift system for tractor-mounted agricultural implements.

Not being a mathematician I haven't worked out the necessary calculations as regards pressure required, friction, size of pipes and turbines, etc., but perhaps this is a good opportunity for picking Mr. Bolster's brains?

LIONEL BAXTER

OXFORD

(Another A.R.M. letter on page 220)



Snow looks very pretty on Christmas cards and on posters advertising Winter Sports. For my part, I can truthfully say that I have had all the snow (and ice) I want for many months to come. Covering the 1952 Monte Carlo Rally was more like a Polar expedition than a trip to the Sunny South, and in the Principality itself, Good King Wenceslas could have looked out and seen plenty of his crisp and even stuff.

That nightmare run to Valence was unforgettable. The snow was so thick that the dipped amber headlamps caused the hallucination of hundreds of whirling golden porcupines hurling themselves against the windscreen. The wiper blades froze to the screen; my 1½-litre M.G. was not equipped with a heater, and forward vision depended solely on the efficiency of an electric defroster. Snow piled on the lamp glasses, and reduced the output of the lights to about one candle power; even the "Death-ray" couldn't cope with the blinding blizzard that played havoc with time schedules on that fateful night and early morning of 24th-25th January.

Snow clouds roll up on Mont-Blanc taken during a brief appearance of the sun, on the Megeve-Annecy road

George Phillips and I drove through what seemed a lonely wilderness of white. About 20 kilometres from Valence, a glimmer of headlamps heralded an overtaking car. We drew into what we guessed was the side of the road, and in a flurry of snow, Sydney Allard's Allard shot past, closely followed by Peter Harper's Hillman Minx.

At the Valence control there was a sorry tale to tell of non-arrivals from Glasgow. Sydney appeared to be the only one to clock in on time. Harper was 24 minutes behind schedule, and there was a strange absence of G.B. plates in the parking space. It was bitterly cold, and we fortified ourselves with hot coffee and sandwiches from an all-night café.

Dawn was breaking as the M.G. entered the township of Crest on the road N93 to Gap. The roads were extremely slippery, and on one occasion the car started an almighty slide, which might have ended in

AUTOSPORT, FEBRUARY 15, 1952

ALL IN THE

The EDITOR
Covering the

disaster. This was caused by a flat tyre, the wall being cut into by shivers of ice formed by a frozen mass in the wheel arch. The wheel was changed, and it was then that I noticed to my horror that instead of the proper spare, I had brought along a practically bald cover.

All the way over the series of Colis my mind kept thinking of that dicky tyre. The slightest sideslip, and I was certain that it had blown out. The padding of the wheels on the thick snow seemed to say "Clot-Clot-Cloppety-Clot"—and I'm sure Phil couldn't have agreed more.

Rounding a bend in the Col de Cabre we came upon Charles Eyre-Maunsell and Gordon Neill of the Ulster A.C., who were having some obscure trouble with their Humber. We stopped to see if we could help, and had a frightful job trying to restart. With the aid of several shoulders, and Phil bouncing on the back, the M.G. got under way again, boiling like a neglected kettle. Less than a kilometre along, we came down a vicious left-hand bend to find a Dutch-owned Citroën almost hanging over a precipice. The only thing that kept it from a 500 ft. dive was one of those invaluable red-tipped posts they stick up around these parts.

Stopping to help I asked the Dutchmen if they had a tow-rope. They replied "Ja", and produced a clothes-rope! Naturally this parted as soon as any strain was applied.



THE DAY'S WORK!

OR Recounts Some Experiences Whilst
e Recent Monte Carlo Rally in a 1½-litre M.G.

In the midst of these rescue operations, a Vedette arrived, and did a complete about-turn, blocking the road. It was man-handled to face its proper direction, and just at that moment Bob Foster's Javelin whistled round, missed both Citroën and Vedette by centimetres, scattered the characters doing the rescue job, and shot on its way without a trace of a slide.

Eventually the Citroën was retrieved, and we set off for Gap. Some 12 kilometres from that town, the M.G. did a violent swerve, completely revolved, and finished up on the opposite side of the road facing its proper direction. That wretched tyre had burst good and properly

There was nothing else for it but to proceed as gently as possible to the nearest garage. Not far away was a village, but the local garage proprietor wasn't interested in repairing or selling tyres. Off we bumped towards Gap, at a steady 5-10 m.p.h.

Entering the control, Stirling Moss's Sunbeam-Talbot passed, obviously with plenty of time in hand. Stirling hung out of the passenger's window and howled "Hi!—You've got a flat tyre!" Quickly Phil and I replied as one "No we haven't—it's a new type of wheel; doesn't need any air!"

A quick lunch-cum-breakfast whilst the car was being fixed, and

tact, as he demonstrated when he hurtled past a few kilometres on.

Monte Carlo meant plenty of work for Phil and me. Reports had to be written, negatives developed, and information sought. The Regularity Test on Sunday entailed a trip up to the Col de Castillon, where we hoped to get some good pictures.

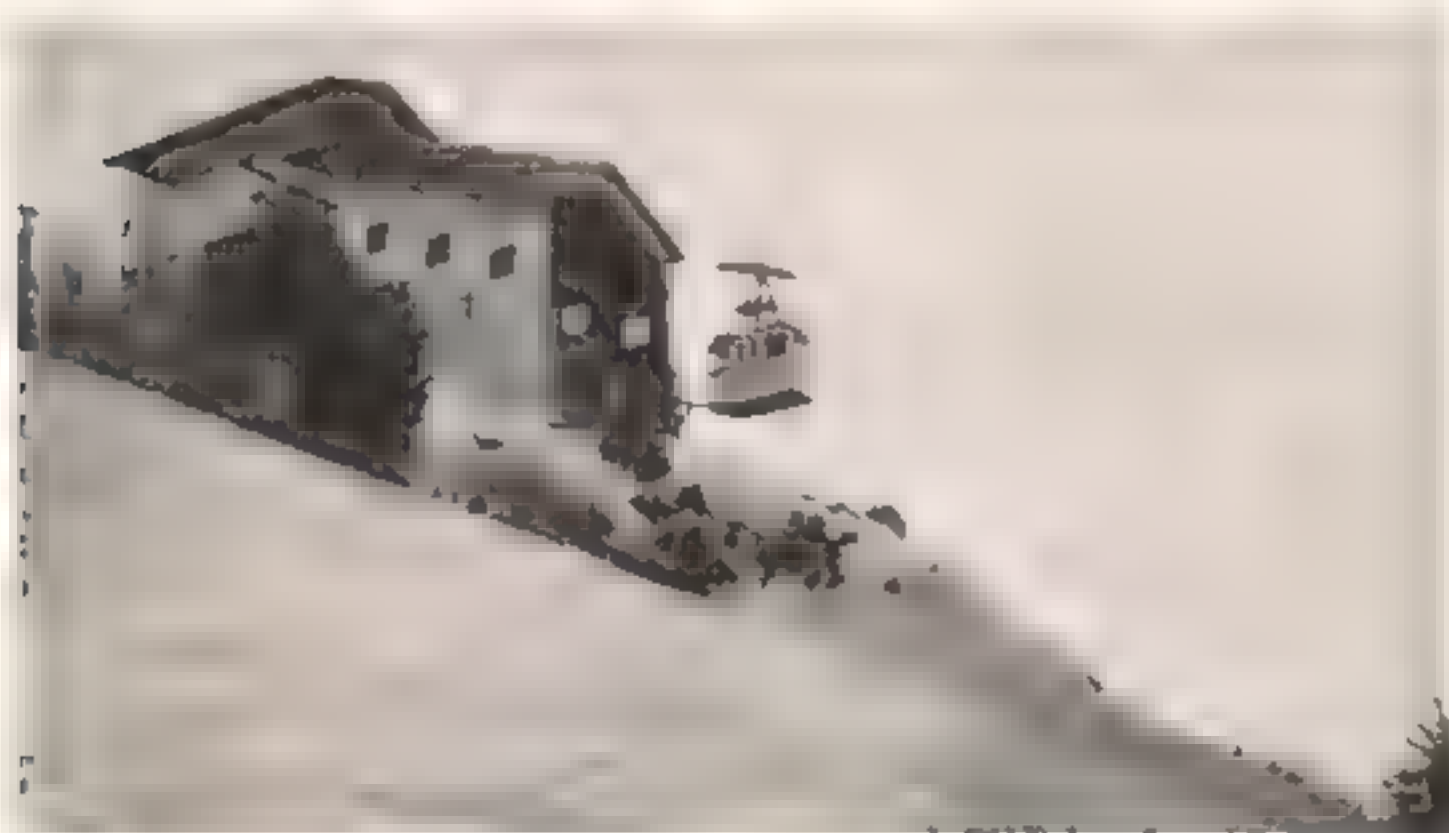
Up at Castillon there was every appearance of a secret time check. Being patriotic Britishers, we seriously thought about procuring a large sign and lettering it "SECRET CHECK AFTER TUNNEL". However, it was decided that the neutrality of the Press must be maintained, and in any case we discovered that the so-called check was a phoney.

The hotel-café at Castillon was peopled by many of our countrymen, including Gilbert Best and Wally Waring. By the time the first car appeared it was snowing like fury, and the descent of the Col de Castillon was more than treacherous. Our party rushed to the aid of Stirling Moss whose Sunbeam-Talbot arrived when the surface was at its worst, and over-shot the tunnel corner. Tommy Wisdom's 8-cylinder Daimler was also in trouble; he pulled over to let Peter Bolton's Vanguard pass, and both cars became ditched. They were speedily released from the grip of the snow. Many others also found that the tunnel corner was not just a simple right-hand bend, but a complete skating rink hazard.

There were cheers when Sydney's Allard was spotted, but these turned to groans of dismay when it was seen that his nearside front wheel was flapping around, and appeared to be due to leave the axle at any moment. However, Allard, Warburton and Lush all wore huge grins, and didn't seem to mind having uni-directional steering.

That evening the results were announced provisionally. When it was learned that Great Britain had scored a one-two victory, folk from this country went mad with delight. There were celebration dinners everywhere. Jack Reece did his "Man with the Ill-fitting Suit" act to an appreciative audience at "Cesar's". When an empty place was set by mistake beside him, the proprietor gleefully fell in with the idea of a "Harvey", and the non-existent rabbit was treated as a very hungry customer. Later the man from Liverpool managed to win the jack-pot from the fruit-machine.

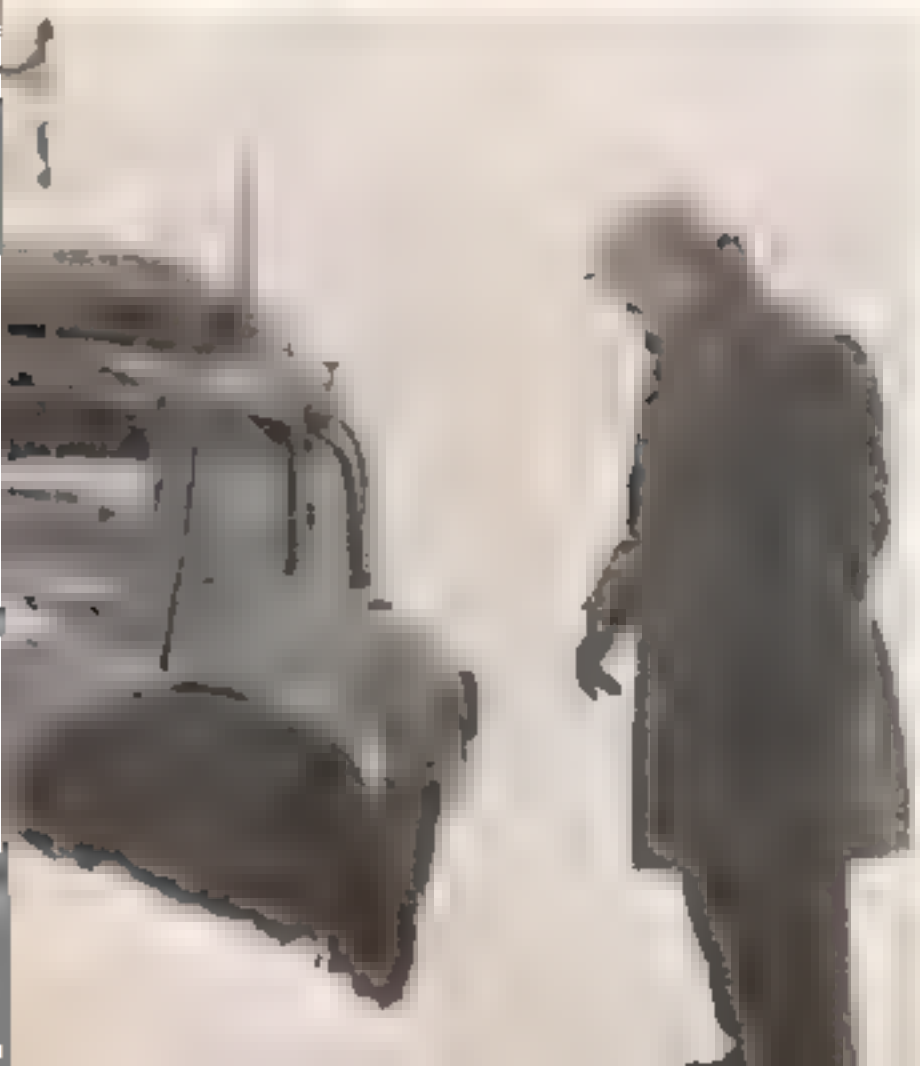
(Continued overleaf)



(Above) The Rochestane Télécabine which carries skiers from Megeve up over 1,800 metres to some of the finest pistes in the French Alps

(Left) A pole prevented this Citroën from taking a dive of some 500 feet down, in the Col de Cabre

we were soon on our way again. Several cars passed, obviously badly pushed for time, and nearly every one of them bore traces of contact with things vegetable or mineral. Near Digne we met Bertie Bradnack, who recounted the tale of Stokes and the Chiron Alfa, a tale which has now become a classic "Monte" yarn. The Mark VII Jaguar certainly looked more than a trifle bent, but to Bertie's delight, his "Da-De-Do-Da" triple windhorns were in-





The M.G. had to plough its way over hundreds of kilometres of this sort of tuff

All in the Day's Work—continued

After reports and negatives had been despatched by air from Nice, Phil and I made plans for returning to England. As I had agreed to go with Marcel Becquart to Annecy to have a "looksee" at the proposed course for the Alpine Sporting Trial next June, Phil went back with Les Odell in his Javelin. I left Monte Carlo at 11 a.m. on the Wednesday, and on the road met up with Johnny Clegg and the crew of his Sunbeam-Talbot. I suggested lunch at a hostelry I wot of near Brignoles, and there we found a number of British competitors, including Maurice Tew, Pat Starke, Jack Kemsley, Philip Fotheringham-Parker and R. J. Morton. Unlike last year, this "Hostellerie" bore rather a startling resemblance to a clip-joint, with a "prix fixe", for a very mediocre meal, of 1,100 francs—and 150 extra for a cup of coffee, plus service and tax charges.

There was a little ice around, and I did a hectic revolving act in avoiding a jack-rabbit which looked like a young kangaroo. For many kilometres I followed the Moss Sunbeam-Talbot, being driven by Desmond Scannell. They must have stopped at the Nougat racket town of Montelimar, for I lost sight of the S.-T., after passing it on the descent from Donzère—by permission of Scannell, of course!

After a fairly decent meal at Valence, I headed for Annecy by the snow-covered road to Grenoble. It was so bitterly cold that when it began to snow I discovered that my wiper blades froze to the scuttle. The roads were "verglas", and I continually met up with camions stranded at the foot of slippery hills.

My fuel gauge registered dangerously low, and then began the

hunt for a petrol station. I have come to the conclusion that the majority of petrol pumps in France are symbolic of tombstones. They stand guard over mausoleums containing the corpses of garage proprietors. After 10 o'clock, the traveller can sound Gabriel's Trumpet with as little effect as playing bagpipes to an audience of deaf and dumb mutes.

Eventually I discovered a lovely row of glistening pumps marked "Esso". Sustained pressure on the night bell evoked a small gnome-like creature who silently put 30 litres of "super" in the tank. I handed him 2,000 francs, and he vanished into his bureau, slammed the door and I awaited vainly for my change of some 100 francs. He must have retired to his mausoleum, for the pump lights went out, and the silence of the grave descended on the petrol station. Even the night bell was silent!

I spent the night at Grenoble



(Above) The camion headed a queue of others, ice-bound, on the main road from Bourg to Rheims

(Below, right) A Christmas-card setting with Mont Blanc in the background

Next morning it was still snowing hard, and the road from Ligne to Annecy had several inches on the surface. In Annecy itself it was pouring of rain. Marcel Becquart met me at the "Splendide", and after a first-class lunch at one of his pet restaurants, we set off to see the course for the trial. He told me that Cyril Corbishley and Doc Hardman had already been there,

and had expressed themselves as delighted with the ground. By the time we reached the spot it was snowing a real blizzard.

The course lies in a private park by the lakeside, and from what I saw of it under its blanket of white, should provide the owners of trials specials with just the sort of terrain they like. There are several steep hills, and all rise sheer from the shores of the lake, being a mixture of grassy banks and paths. Becquart believes that rocky Alpine territory might prove a trifle dangerous, and in any case would cause lengthy delay if cars became stuck. He and the Mont-Blanc club officials are rather keen to run the event on the lines of a "Motocross", or "Auto-cross" as we should call it, giving each competitor timed runs on a full circuit, and sending them off at stated intervals. However, that is a matter for the organizing committee to decide.

Next I set off for Megeve to see a proposed speed hill-climb course. I might have saved myself the trouble, for the snow was so thick that one couldn't see where the road began or finished. On the way, a minor avalanche fell on the M.G., just outside a tunnel on the gorge near Faverges. With the aid of a bus-driver, two roadmen and the owner of a Renault, we dug the car out within an hour. Trying to get away caused the engine to overheat and the radiator to boil furiously. On arrival at Megeve I found that the head gasket had blown between Nos. 3 and 4 cylinders. A local garage removed the head, and also discovered that an exhaust valve had stretched and seized in its guide. Fortunately I had an M.G. Continental spares kit, which contained a gasket and spare valves.

All the time I was in Megeve it



snowed and snowed. It was so thick on the "pistes", that even experienced skiers decided that it was too risky. At Rochebrune (1,861 metres), the main runs had something like three feet of snow on them, and visibility was a matter of a few yards. It was the lack of visibility that was the real danger.

The return to Dunkerque was a story of hundreds of kilometres of snow and ice. Shortly after leaving Megeve I drove straight into a snow-drift and remained there till rescued by a horse drawing a sleigh. From Annecy to Nantua, the roads were deep in slush, and passing traffic ploughed through it chucking up waves of filthy brown and grey liquid. Out of Nantua, the surface was frozen hard in deep ridges, which tested the excellent suspension of the MG to the utmost.

From Bourg it was a continual battle with blizzards and slippery roads. I stopped at Dijon for some food, and when I came out of the café I had difficulty in finding my car under its blanket of snow. From the town the main road to Rheims was exceedingly treacherous, and at times drifts made it impossible to see where the edges of the road began. There wasn't a soul in sight.

About 10 kilometres out of Dijon, I saw a very faint glimmer of light from the roadside on the left. To my amazement my headlamps

picked out a hand apparently sticking out from nowhere. I braked, and immediately turned completely round like a spinning top. The hand belonged to a motor-cyclist who was lying in the ditch with his machine on top of him; the small glimmer that I had perceived came from the sparking of his lighter flint.

I tried to lift the heavy machine—it was a Czechoslovakian Jawa—and its rider groaned terribly. A quick examination soon revealed that his leg was broken. It was no easy matter to get that bike off him, but with a desperate heave, I finally managed it. I gave him some brandy and a cigarette. He told me in a mixture of French and English that he was a Czech miner, returning to his own country, and that he had been lying in the ditch for over an hour.

The problem of getting him to hospital was considerable. I eventually took everything out of the car and put it on the roof rack, then removed the front passenger seat. With a struggle I managed to lift him by the armpits and drag him into the back. The pain of movement was so great that he fainted clean away—which was probably just as well. At Dijon I stopped at the first café I saw lit, which was most fortunate, as on enquiring the way to the hospital I was answered by—a doctor. He took over, and within 15 minutes had procured an

ambulance and had roughly set the unlucky Czech's leg.

I continued on my way, and from Dijon to Langres I never saw another vehicle. The only wheel-marks were mine, and the semi-obiterated track of the Jawa. It was indeed a lucky chance for the Czech that I had decided to push on that night. Arriving at Langres I felt that I had had enough, and after a search, discovered the Hotel de la Poste, where I stopped the night. In the morning I telephoned the hospital at the number given to me by the doctor, and learned that the motor-cyclist had spent a fairly comfortable night, but had suffered a compound fracture of the right leg.

The rest of the trip included a great deal more snow right past Rheims, and a curious accident in a village near St. Dizier, where a couple of articulated camions had their trailers immovably mixed up in the narrow street. This involved a detour of several kilometres, over country lanes where oxen strayed at will, and the potholes were like bomb craters—and probably were!

On the whole it was a most instructive trip. It taught me many lessons of winter driving, and caused me to marvel how Sydney Allard, Stirling Moss, Dr. Angelvin, Marcel Becquart and the others managed to average the required 31 m.p.h. over icy roads deep in snow, on tortuous mountain roads.

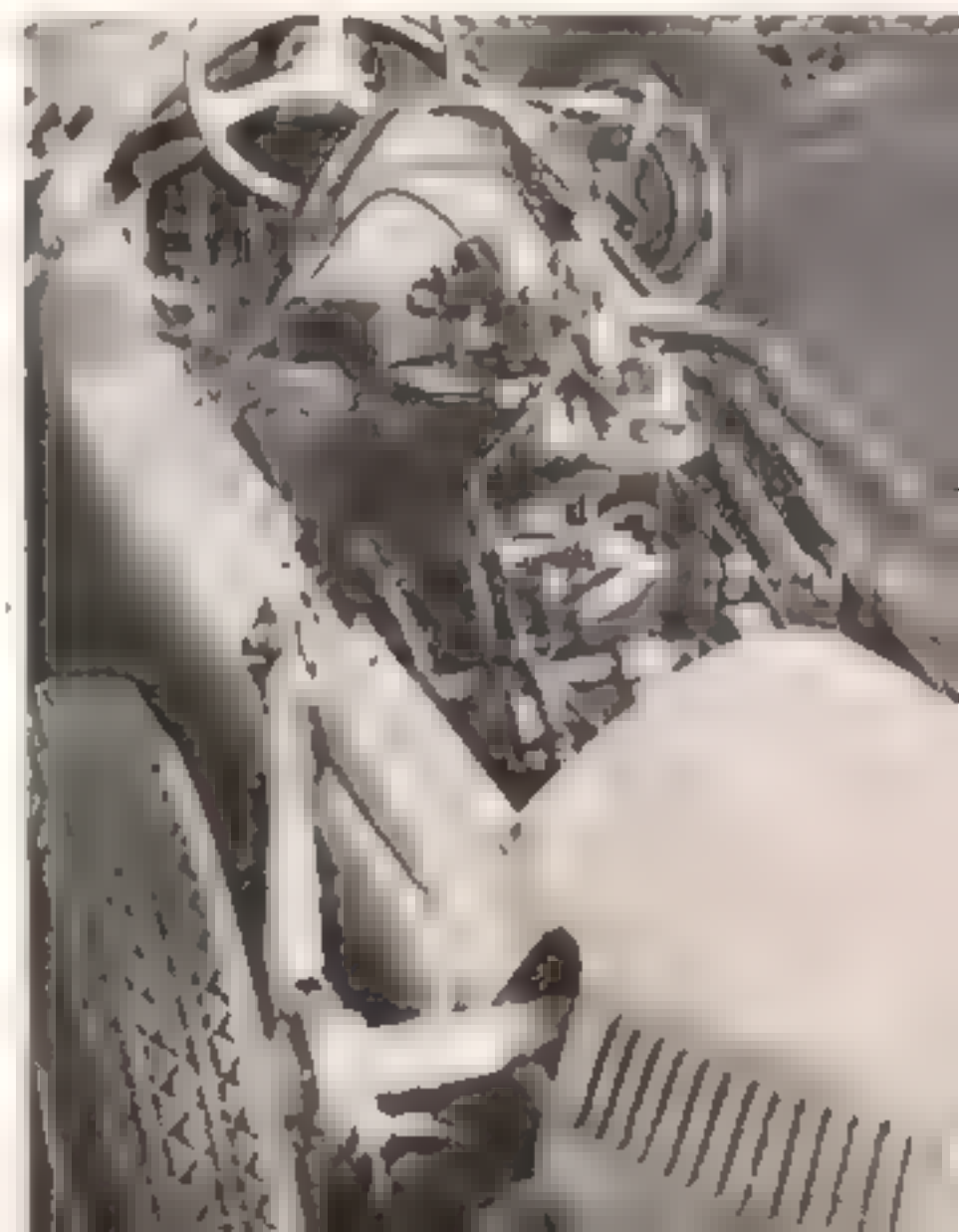
The New Mackson "500"



THE accompanying illustration reveals that the Mackson "500" jointly produced by "Mac" McGee and Gordon Bedson, is as advanced in appearance as it is in concept. The low built, smooth contoured bodywork is mounted upon a tubular frame, with helical spring r.f.s., the wishbone links of which pivot on the frame tubes themselves. The rear wheels are mounted on swing axles, Kieft fashion, and total dry weight of the car with twin o.h.c. Norton engine is a modest 480 lbs. Fuel

is carried in two 34-gallon tanks flanking the driver's seat, wheels are Dunlop light alloy, and Lockheed 2LS hydraulic brakes are employed. The appearance of this newcomer in 1952 Formula 3 races will be keenly anticipated.

(Top) The new Mackson "500"
(Right) "Double-Knocker" Norton engine in situ. One of the radius arms controlling the swing-axle rear suspension is also seen.



COMPETITION ON PUBLIC ROADS

FAR too many competition motorists have the mistaken impression that the police as a body are hostile to motor-sport. This may possibly be due to some unfortunate personal encounter, but more commonly arises from the complete ban on road racing proper in this country. Airfield circuits are but a pale shadow of the magnificent Continental road circuits, such as Rheims and Le Mans, to mention but two, which for 51 weeks in the year are open to the public, but on the 52nd are closed so that same public can see great drivers dealing brilliantly with the problem which a genuine road-racing circuit alone can set.

In fact, of course, racing in England is not banned through the whims of individual Chief Constables, or even through the caprice of the Home Office, which, since its letter to the R.A.C., has become something of a bogey in the minds of many competition motorists. It is prohibited by section 13, Road Traffic Act, 1930, which makes it clear that:

"Any person who promotes or takes part in a race or trial of speed between motor vehicles on a public highway" commits an offence.

For the benefit of those adventurous souls who might wish to emulate the excellent little unofficial circuit which years ago used to centre around a public house not far from Denham, it would be as well to emphasize that both the competitors and the organizers are equally liable to a fine of £50 and, or three months' imprisonment, with the additional penalty of 12 months' compulsory disqualification, unless there are "special reasons". It is, perhaps, unnecessary to add that there is no traceable case as to what constitutes a "special reason" relative to this offence: it is, indeed, difficult to conceive one. Further, although statute draftsmen are more human than one might think, I doubt whether the choice of a number for this particular section indicates the cynical humour of a confirmed pedestrian.

A careful study of the wording of the section may reveal the reason for two apparent anomalies. The ban is, firstly, applied to the public highway, so that sprints on private property, such as Prescott, Shelsley and the Madeira Drive, Brighton, are not affected, and, secondly, applies only to motor vehicles, which includes motor-cycles. For this reason, pedal cyclists are allowed to hold races on the highway, subject to certain local conditions. At one time these races were purely time trials, usually conducted over deserted roads in the early hours of the morning, but latterly there have been massed start races in the Continental style, often with the travelling circus of supporters' cars and publicity vans common to such events.

Whilst it might appear unfair to grant such facilities to one section of the sporting public and deny it to others, it should be remembered that the law is often only the legal expression of the feeling of the mass of the general public. For example, although section 13, Road Traffic Act, 1930, is the most recent statutory prohibition of trials of speed on the public highway, it is but a re-enactment of earlier law which was initiated as a result of the public outcry about the accidents which occurred at those famous hill-climbs held over the public

roads, such as Holme Moss, South Harting, Aston Clinton and Kop, in the early 1920s.

Another excellent example is the fate of the famous Ards T.T. Circuit. Section 123, Road Traffic Act, 1930, stated specifically that the Act did not apply to Northern Ireland. Consequently, with the consent of the authorities, a magnificent series of races was run up to 1936, when yet again the weight of public opinion, aroused as a result of a succession of serious accidents, compelled their abandonment. It is to be hoped that the same unfortunate cycle will not apply to Dundrod, the Isle of Man and Jersey, where the authorities are not legally bound to prohibit road racing.

In this country the Home Office, which is the controlling and advising department to Police Authorities and Chief Constables, is keenly aware of the weight of public opinion and is in a commanding position accurately to assess it. Expressions of resentment against motor-sport appearing in the national Press are but a small proportion of the criticism aired in small local newspapers and, above all, in the council chambers of Local Authorities. Further, it is an unfortunate fact that in the only British Rallyes extensively publicized in this country in 1951, the R.A.C. Rally of Great Britain and the *Daily Express* National Rally, two fatalities took place.

These are probably the reasons which prompted the Home Office to write a very reasonable and courteous letter to the R.A.C., as the controlling body for motor-sport in this country. Whether the R.A.C. have taken the right steps to implement the advice of the Home Office will be a subject which will probably take up many columns in the Correspondence pages of AUTOSPORT: the fact remains that they have taken some effective action upon the letter.

One correspondent has suggested that the police should deal with bad or inconsiderate Rally drivers. This, however, cannot be the real answer to the problem. Naturally enough, the police, although in many cases enthusiasts for motor-sport themselves, do not allow this to interfere with their duty as impartial executive agents of the law, and Rally drivers receive no better or worse treatment than other erring motorists. When, however, as was shown in the prosecution of Rally drivers for deliberate breaches of the Road Traffic Act during a recent Rally, action by the police leads to Court proceedings, resentment against all Rally competitors is thereby crystallized in the district in which the offences took place.

More effective action should be taken by organizing Clubs to ensure that an adequate standard of driving is maintained by all competitors, and that delinquents are severely dealt with. The example of Admiral Byng may have been drastic, but it was effective.

It would not be difficult to apply section 13, Road Traffic Act, 1930, to all types of motor-sport on public roads, and competitors should face up to the unpleasant fact that the present trend of public opinion may force this upon authorities which are, at present, not hostile to motor-sport.



HITTING IT HARD: Bill Young's TC M.G. storms through "Freddie's Frigate" in the Limerick M.C.'s recent Winter Trial

NEWRY CLUB DINNER/DANCE

NORTHERN motoring enthusiasts went "South of the Border" *en masse* last Saturday, for the Newry and District M.C.'s annual dinner and dance at the Ballymacanlon Hotel, near Dundalk. The pleasant informality which characterizes all the events organized by this club was much in evidence, and speech-making was confined to a few remarks from Dudley Colley, author of *W. & Putter*, Wilfred Fitzsimmons, of the I.M.R.C., and Wilson McComb.

Major Morgan, the Club's chairman, announced that the president, Dr. Flood, had presented a new trophy for saloon drivers. Desmond Titterton gave a showing of his excellent film of the 1951 Alpine Trial, to the audience of some 160 guests. The aggregate shield, for the best performance in trials throughout the year, was won by Mrs. Eileen Atkinson, wife of the hon. secretary.

During the dancing which followed, a bottle of Irish whiskey was won, much to his embarrassment, by a prominent Customs official. As the guests poured back over the Border in the early hours of the morning, they wondered if he contemplated smuggling it home!

500 M.R.C.I. A.G.M.

THE annual general meeting of the 500 Motor Racing Club of Ireland, held in the Kensington Hotel, Belfast, on 23rd January, was notable for the election of Hector Graham, the well-known racing driver, as chairman. The treasurer, W. R. Carson, announced that the Club's finances were in good health, and Drew Jamison, the competitions secretary, read a letter from the R.A.C. approving the proposed new circuit at Ards airfield. Other appointments were Patron, The Earl of Antrim; Vice-chairman, Robert McCann; J.P. Hon. Secretary, J. I. Stirling; Asst. Hon.

Secretaries, A. Jamison and A. I. Carroll; Competitions Secretary, A. Jamison; Hon. Treasurer, W. R. Carson; Council, Messrs J. Goddard, B. Thomas, L. Chalkin, W. A. Clapham, F. W. McComb, A. Campbell, G. E. Barker, Dr. Grass and Dr. Tinsley.

MID-SURREY A.C.

THE recently reorganized Mid-Surrey A.C., report extremely satisfactory progress, and at the first post-war A.G.M. on 1st February, the Treasurer was able to announce a membership of 80. Coming events include a map-reading trial (19th March), and the Grand Cup Trial (27th April). A quiz has been arranged for 15th February at the "Queen Adelaide", Ewell, with the Singer O.C. as visiting contestants.

WEST ESSEX C.C. SPEED TRIALS

WEST ESSEX C.C. state, that owing to a typing error in its list of fixtures, the date of the forthcoming Boreham speed trials was given as 20th March instead of 30th March. Regulations can now be obtained from G. E. Matthews, 48 Gaynes Hill Road, Woodford Bridge, Essex.

CHILTERN C.C. NOTES

MEMBERS and friends of the Chiltern C.C. recently attended a film show at Bortase Hall, Beaconsfield. The films, kindly loaned and projected by "Esso," consisted of the main motor-car and motor-cycle events of 1951. About 150 persons were present and after the show a vote of thanks was given to Geoffrey Murdoch and his colleagues for their assistance.

The next event in the Club calendar is the Annual Dinner/Dance and presentation of awards. This takes place at the "Bull Hotel", Gerrards Cross, on 7th March, at 7.15 p.m.

NEWS FROM THE CLUBS

Club Secretaries are invited to send details of the activities of their Clubs for inclusion in this section. We would like you to regard this in the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.

It is followed by the Club's closed Committee Cup Trial, on Sunday 2nd March. This will be a sand & dirt event in the Chiltern Hills area, and it is hoped that as many members of the Club as possible will enter this. Intending entrants can be assured that no damage will result to their cars through any of the hills or tests that they will encounter.

On the last Wednesday of each month the Club holds a "Noggin and Natter" at the Club Headquarters, "The George Hotel", Beaconsfield, from 7.30 p.m. onwards. All are welcome.

SOLIHULL CLUB INAUGURATED

THE inaugural meeting of the Solihull Motor Enthusiasts' Club was held at the "Masons Arms", Solihull, on Thursday, 24th January, the temporary secretary, R. Jones, presiding.

The meeting proved highly successful, a temporary committee being formed and suggestions of future activities discussed. The organizers greeted the 30 or so enthusiasts and extended an invitation to all others interested to come to the next meeting, on 21st February, at the same place.

Details of membership can be obtained from the Secretary, Bob Jones, 41 Brookvale Road, Olton, Birmingham, 27.

NOTTINGHAM FILM SHOWS

FIVE crowded houses, finishing on 2nd February, saw a magnificent selection of proprietary films, many in colour. At the end of each show, free beer was dispensed to all who wished to partake, and the comfort of Mr. Truman's private film house was greatly appreciated, as were his untiring efforts on behalf of the Nottingham Sports Car Club.

The Annual Pilkington Trophy Trial, organized by the N.S.C.C., takes place on 24th February, over a course of approximately 100 miles, starting from Breaston Motors' premises, Breaston, Derbyshire. Regs. are now available.

FEBRUARY VINTAGE RALLY AT BISLEY

THE Vintage S.C.C. are staging another of their popular Rally and Driving Test meetings on 17th February (this Sunday), at Blackdown, Surrey. Competitors must reach the venue, on W.D. land at Frith Hill, by 11.30 a.m., and the tests start at 12 noon.

KEVIN MURRAY AGAIN!

Victor in Irish Midland Trial D. L. Murtagh (Vauxhall) Wins Saloon Car Class

COUNTING towards the Harrison Trials Championship the Midland Car Trial organized by the Midland Motor Club of Ireland was a great success. Starting simultaneously from the village of Kinnity, near Mountmellick and Tullamore, were two separate trials, one for open and one for saloon cars run concurrently but over separate courses. In the open class a considerable amount of mud was included and some magnificent scenery surrounded competitors of both classes as they wended their way from section to section on four laps of the nine-mile course, most of which lay within the grounds of picturesque Castle Bernard. Best performance in the Speed Test was that of Johnnie Bell (Ford Special), while of the two observed sections of Castle Bernard Hill, the brothers Tom and Jack Ohle (blown and unblown Dellow) were best in the first with eight and seven marks until Kevin Murray (M.M. V/8 Special) came along and gained the full 10 marks. On section two the Ohles tied for best making the only clean climb. Section three at Forelacka Ford was somewhat tricky, consisting of a cross-roads type test using the river as one of the cross roads! Many competitors became bogged here and Millard put up best time on three of the four laps, on one occasion coming as nearly as possible to turning the Morford Special upside down in the river!

Section five was a very long timed climb through the woods on Forelacka Hill including four hairpin bends on a very narrow and steep muddy track. On the first lap "Paddy" Le Fanu (Ford Special) and Tom Ohle tied for best time with 18.5 secs., which was not equalled by anyone on successive laps. On lap two, Cavey was best with 24 secs with Murray second in 25 secs., and on lap three Tom Ohle was again best with 23.5. On the fourth lap the order was Tom Ohle 22 secs., Jack Ohle 25 secs and Le Fanu 25.5 secs.

Kevin Flynn was stuck at the bottom of Forelacka Hill with an empty sump, having knocked a hole in same, for the last three laps and M. F. Fitzpatrick (M.G. TC) had the misfortune to shear off his fuel pipes near the tank and in running back down the hill trailed them out in front of the car! He later returned to base by inserting the pipes into a tin of petrol.

In the saloon class there were no retirements and an interesting entry was Dick Williams's Morris Minor saloon, fitted with a Ford 10 engine. D. J. Murtagh (Vauxhall 10) gained a well-earned premier award in this class, and Leo Manthorpe led the first-class awards in a 14-litre M.G. saloon after some very neat driving.

H. A. O'BRIEN

RESULTS

Open Car Trial

Premier Award: K. P. Murray (M.M. Special), 155 marks

1st Class Awards: T. P. Ohle (Dellow), 119½; J. C. Millard (Morford), 96½; J. Ohle (Dellow), 94½; Mrs. E. Atkinson (Ford Special), 86; A. L. Young (M.G. TC), 72½; M. Cavey (M.K.V.), 69.

2nd Class Awards: J. Wolfe (Ford Special), 64½; R. B. Le Fanu (Ford Special), 63; J. Grew (Ford Special), 49; D. O'Clery (M.G. J2), 45½; G. V. Baker (Ford Special), 34½; J. Forrestal (Ford Special), 32.

Saloon Car Trial

Premier Award: D. L. Murtagh (Vauxhall 10), 62½

1st Class Awards: L. Manthorpe (M.G. 14-litre), 61; M. C. Hogan (Hillman), 59; D. O'Brien (Hillman), 59; M. Donnelly (Ford Prefect), 54.

2nd Class Awards: Dr. Corkoy (Ford Prefect), 53; M. McCarthy (Hillman), 52; R. Williams (Morris Minor), 52; J. Brindley (Ford Anglia), 43½.

WINDSOR CAR CLUB

Driving Test Meeting

THE Windsor Car Club meeting on Sunday, 3rd February, took the form of a driving-test meeting and was held at Durrants, Croxley Green, where the club were guests of the O.M.T. The weather was fine and the club did not miss the absence of members who competed in five events and a relay race. Events included such items as starting, reversing and stopping tests, with judging (at speed), acceleration tests and kerb parking against the stop-watch. Puddles of mud in the relay race added its own spice of excitement.

Lunch and tea at the host's club house rounded off a successful day, the honours of which went to R. Forsler who put up the best performance of the day, in his B.S.A. Scout, second and third being respectively J. Wood (Morris Eight) and J. H. Lockyer (Allard). The best performance for open cars was put up by

J. Wood (Morris eight) and for closed cars by P. Garner (Standard 12).

The club's next meeting is a Sunday afternoon rally on 24th February, particulars of which will be circularized to members in the usual way.

CEMIAN M.C. NOTES

At the Annual General Meeting of the Cemián M.C. on 24th January, it was decided to increase the entrance fee from 5s. to 10s., associate membership subscription from 7s. 6d. to 10s. and full membership from 21s. to 25s.

The Hon. Sec. is still R. L. Sadler of 8 Beaumont Mews, Weymouth Street, W1. Phone WEL 8091 and the Hon. Trials Sec. is now Geoffrey Wilby, of 16 Glenloch Road, Hampstead, N.W.3. Phone PR1 5048. Will interested parties please note.

Regulations are now available for the Kent Cup Trial (Closed), which starts from Spring Tavern, Wrotham Heath, at 2 p.m. 17th February from Geoffrey Wilby, at the above address.

BUGATTI PRIZEGIVING PARTY

THE Bugatti O.C.'s Party at the Welcombe Hotel, Stratford-on-Avon, booked for 17th February, has been postponed until Sunday, 9th March.

BRIAN LEWIS CUP CONDUCTED TRIAL

THE Brian Lewis Cup, which has for some years been in storage, is being given this year with a replica to the winner of the Maidstone and Mid Kent M.C.'s second Conducted Trial of the season.

This will be held on Sunday, 24th February, and not on the 17th as previously stated. The start will be at 11 a.m. at the Square, Lenham, and the finish at the Chequers, Doddington. The course will be of a non-chassis-breaking nature over some 15 miles. There will be classes for saloons, sports-cars and trials specials, although this type of trial is specially intended for the drivers of standard types of car.

Regulations for the Conducted Trial are obtainable from J. W. E. Ashwell, Upper Fant Road, Maidstone, Kent. Telephone 2495, and for the Night Navigation Trial from Harry Fuller, 48 Highsted Road, Sittingbourne, Kent.

HEAVE! Pat Irwin (TD M.G.) requires outside assistance on the last hairpin on Forelacka Ford during last week-end's Irish Midland Trial.



INVITATION POINT-TO-POINT

THE Sunbeam Register will hold a Treasure Hunt Point-to-Point on 9th March, starting from the Hawley Hotel, Blackwater, Camberley, Surrey, at 11 a.m.

The Humber Register, A.C. Owners' Club, Aston Martin Owners' Club and Lagonda Car Club are invited and there will be separate prizes for Sunbeam Register and invited competitors, and also separate prizes for some simple tests to be run in conjunction with the main event. Entries, at 10s. per car for Sunbeam Register members and 12s. 6d. per car for invited members, close on 3rd March. Regs. are available from the Hon. Registrar, Mrs. W. Boddy, Carmel, Wood Lane, Fleet, Hampshire.

The Sunbeam Register now has over 300 members and issues a printed magazine, *Sunbeam*, bi-monthly. A few issues are available to collectors at 2s. 1½d. post free.

A.G.M., WELSH COUNTIES C.C.

THE Annual General Meeting of the Welsh Counties Car Club was held on 4th February, at the Carpenters Arms, Rumney, near Cardiff. The following members were elected for committee duties—

Chairman, John Whitehead, member for Hill-Climbs and Rallies, K. Kitchen, member for Events not requiring R.A.C. licence, Gerwin Jones; member for Press Liaison, W. Woodroffe; member for Entertainments, A. R. Davies; member for Club Magazine, C. G. Palmer; Treasurer, Mrs. J. Evans; Sports Secretary, G. Cadenne; Secretary, G. Loveridge.

The main object of the Club is to encourage and promote motor sport and an extensive programme of motoring events has been planned for the forthcoming year, in which it is hoped to include a rally, a trial and a speed event.

Any motoring enthusiasts wishing to join the Club should contact the Secretary, G. Loveridge, at "Dringarth", Lavernock Road, Penarth, Glam.

CHELTENHAM "CLOSED" RALLY

A CLOSED-TO-CLUB Rally of about 75 miles in the Forest of Dean area will be held on 2nd March by the Cheltenham M.C. The start will be at 10.15 a.m. from the Priory Lawn H.Q., and a lunch check is being arranged. There will be two classes only, one for standard production cars with four or more seats and one for specials and two-seater cars.

Entries will be restricted to 35 only, and the list closes on 27th February. Secretary of the Meeting is Mr. W. Dembswoki of Hayden Court Hotel, near Cheltenham.

BRIGHTON AND HOVE M.C. A.G.M.

THE 28th Annual General Meeting of the Brighton and Hove M.C. takes place at the Club H.Q., 296-298 Madeira Drive Arches, Brighton, on Saturday 1st March.

M.C.C. DRIVING TESTS

ON Sunday, 2nd March, the Motor-Cycling Club are running off a series of driving tests for car and motor-cycle members at Hunsdon Aerodrome.

COMING ATTRACTIONS

February 16th. British M.C. and L.C.C. Full Moon Trial
Ulster A.C. Trial, N. Ireland.
Bolton-le-Moore C.C. Rally and Driving Tests, Bolton, Lancs.
M.C.C. (Scott. Centre) Expects Trial.

Eastern Counties M.C. Trial. Start Royal George Hotel, Ipswich, 2.15 p.m.

Torbay M.C. Driving Tests, Dartmoor.

February 16th-17th. Peterborough M.C. Night Navigational Rally. Start Crown Inn, Great North Road, Eaton Socon, Beds.

February 17th. Presidente Peron Cup Race (Formule Libre) Buenos Aires, Argentina.

Rhyl and District M.C. Brant Trophy Trial, North Wales.

N. Midland M.C. Kuching Trophy Trial. Start Rising Sun Hotel, Bamford.

Vintage S.C.C. Bidley Rally, Frith Hill, Blackdown.

Lothian C.C. Trial, Edinburgh.

Birmingham Univ. M.C. Trial.

Worcestershire M.C. Trial.

Cambridge 50 C.C. Driving Tests, Cambridge.

February 21st. Dublin Univ. M.C. Night Trial.

February 22nd-25th. International Sestreres Rally (F.I.).

February 23rd-24th. Cambridge Univ. A.C. Lent Races.

Herts. This meeting has become possible through the courtesy of the Gilston Estates Co., and tea and indoor amusements in the Gilston Park Country Club will follow the Tests. Tickets and information can be obtained from the Club Captain, Major R. I. Mariani, O.B.E., of 26 St. Johns Wood Terrace, London, N.W.8.

BEGINNER SWEEPS THE BOARD IN N.I.M.C. TRIAL

New Mudlun Event a Complete Success

WHILST sportsmen in England and Eire are worrying about the "ferocious" character of present-day trials, Northern Ireland clubs are still catering for the owners of normal vehicles. To encourage newcomers to the sport—especially those with only "go-to-work" motors, the North of Ireland M.C. recently held a trial consisting of 10 driving tests, no observed sections, and absolutely no rough stuff.

The results proved the value of such events. Carson Warnock of Londonderry, taking part in a motoring competition for the first time in his life, won the premier award, the beginners' award and the saloon drivers' prize with his 1936 Austin 10. He did so against plenty of opposition, for the entry list of 20—larger than usual for this part of the country—included many experienced drivers with both sports-cars and specials. In the first, a three-lap regularity test, Warnock's total variation of time was ½ sec. Other tests included garaging and wiggle-woggles, a secret check on road manners at a busy intersection, and a "surprise" braking test in which competitors rounding a corner

found themselves confronted by a lath across the road.

RESULTS

Beginners' Class: 1. C. Warnock (Austin), 118 marks lost; 2. R. Cochrane (Humber), 149; 3. J. McDonald (TC M.G.), 155.8.

Open Car Class: 1. G. H. Reilly (TC M.G.), 145.7; 2. J. McDonald, 3. W. Reid (Ford Spl.), 175.5.

Closed Car Class: 1. C. Warnock; 2. S. K. Henry (Sunbeam-Talbot), 131.2; 3. R. Cochrane.

General Classification: 1. C. Warnock, 2. S. K. Henry, 3. G. H. Reilly.

JERSEY M.C. & L.C.C. DINNER

OVER 270 people attended the highly successful Annual Dinner of the Jersey Club at the Merton Hotel, St. Helier, on 31st January. R. L. ("Bob") Sangan, President of the Club, spoke of the excellent season just passed in Jersey, in which besides the fortune of good weather, not a single accident had occurred in sporting events, a fact which he attributed, not to luck but to good sound organization.

Prizes were presented by Mrs. C. S. Harrison, it being noticed that Sid Logan became well loaded with silverware. A greetings telegram was received from Reg Parnell, who intimated that he was looking forward to the Jersey Road Race this year. On this subject, Bob Sangan said that it could not be a Grand Prix event because of the cost, but would probably take the form of a production car race. More information on the race is expected shortly.

CLUB FIXTURES

Chiltern C.C. Annual Dinner Dance, 15th February. Bull Hotel, Gerrards Cross, 7.15 p.m.

Aston Martin O.C.—Second Friday meeting, 15th February. Lamb and Flag, James Street, London, W.1, 6.30 p.m.

Bristol M.C. and L.C.C.—Film Show, 16th February. Ship Hotel, Alveston, Glos. (after Full Moon Trial).

Beitley D.C.—Noggin and Natter meetings, 16th February. Bear Hotel, Chippenham, Wilts, 7.30 p.m.; Trewince Country House, Port Navas, Cornwall, 7.45 p.m.

18th February. Old Talbot Hotel, Ripley, Surrey.

20th February. King's Arms, Blandford, 7.30 p.m. R.A.F. Assoc. Club, Preston, Lancs, 7.30 p.m.

21st February. Waggon and Horses, Elstree, Herts.

Riley M.C. (Scottish Centre)—A.G.M. and Film Show. Caledonian Hotel, Aberdeen.

West Hants and Dorset C.C.—A.G.M., 18th February. Grand Hotel, Bournemouth, 8 p.m.

Aston Martin O.C. (N.E. Area)—Wallop and Witter, 20th February. Parkway Hotel, Otley Road, Bramhope, near Leeds.

Vintage S.C.C.—Last Thursday meetings, 21st February. Jolly Farmer, Fildes, Middx. Northern Section. The Crescent, Ilkley, Yorks.

Lagonda C.C. (Northern)—Buffet Dance and Social Evening, 22nd February. Cottons Hotel, Knutsford, Cheshire, 8.30 p.m.

Nottingham S.C.C.—Annual Dance, 22nd February.

Half-Litre Club.—Annual Dinner/Dance, 22nd February.



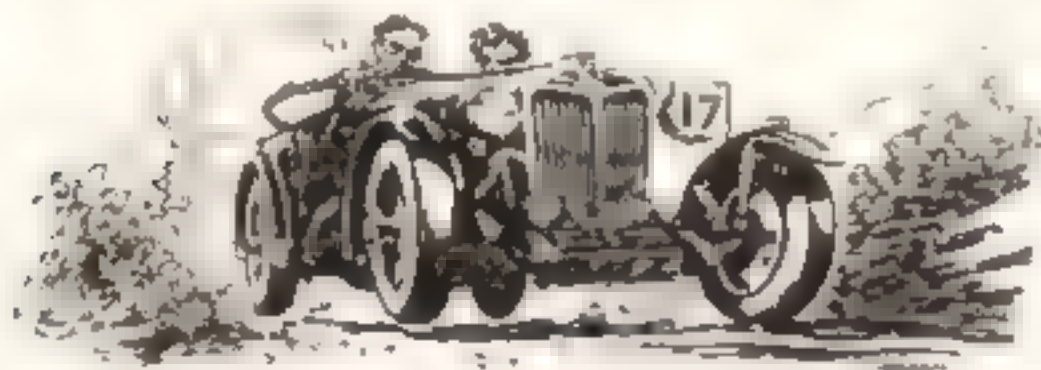
THE R.A.C. NATIONAL CALENDAR—1952

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Date	Name of Club	Type of Event	Place	Type of Permit
May 23	M.O.C.C. (N.W.)	Rally	Lanes to Sea	C
3	Torbay M.C.	Hill-Climb	Torbay Area	C
3	Village S.C.C.	Race Meeting	Silverstone	C
3	Sunbeam-Talbot O.C.	Trial	Lake District	C
3	S. Caernarvon M.C.	15-mile Trial	N. Wales	C
3	F.A. M.C.	Non-Trial	L. Anglesey	C
3	Bristol M.C. & L.C.C.	Race Meeting	Castle Combe, Wilt.	C
3	Scottish S.C.C.	Race Meeting	Turnberry	C.I.
3	Asen Martin O.C.	Race Meeting	Suttoncross	C.I.
3/4	North Staffs M.C.	Rally	Blackpool & Droylwich	C.I.
3/4	B.A.R.C.	Inter-Centre Rally	Midlands	C
3/4	Yorkshire S.C.C.	Rally	N. Yorks.	C
4	Grimby M.C.	Driving Tests	Grimby	C
4	Kentish Border C.C.	Driving Tests	Kent	C
4	Alvis O.C. (Semi Sec.)	Gymkhana		C
4	2 Gloucestershire C.C.	All Day Trial	Derbyshire	C
4	Huddersfield M.C.	Rally	Yorkshire	C
4	Sussex	Rally	To Western-super-Mare	C
4	Taunton M.C.	Allen Memorial Trial	Taunton Area	C
4	Chichester V.C.C.	Driving Tests	Devon	C.I.
4	Sheffield & Hall M.C.	Trial	Derbyshire	C
4	Weybridge M.S.C.	Rally	Weybridge Area	C
8	Leam M.C. & L.C.C.	Hill-Climb	Buckley Bay	C
8/11	Buckingham & Fries	Rally & Driving Tests	Scarborough & Yorks.	C
10	C.S.M.A.	Driving Tests	Falkirk	C
10	Sutton M.C.	Sprint	Goodwood	C.I.
10	B.R.D.C.	Race Meeting	Silverstone	C.I.
10/11	Gloucestershire & Avon M.C.	Rally	N. Wales	C
11	N. Leicestershire S.C.C.	Driving Tests	Holton	C
11	Lanes & Cincs.	Non-Trial Trial	Chesham & Bucks.	C
11	Swansea C.C. & G.B.	Non-Trial Trial	Bristol & Glos.	C
11	N. Devon M.C.	Trial	N. Devon	C
11	Rush M.C.	Trial	Aberdeenshire	C.I.
16/18	Leam M.C.	Rally	Morecambe	C
17	West Essex C.C.	Race Meeting	Boreham	C.I.
17	B.A.R.C.	Race Meeting	Goodwood	C
17	A. W. M. C.	Non-Trial Day	Cot. Hill	C
17	Hereford M.C.	Hill-Climb	Cotswold, Malvern	C
17	Heath M.C. & L.C.C.	Poule Trophy Trial	Bristol	C
17	W. Hants & Dorset	Driving Tests	Hants or Dorset	C

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(Continued overhead)

Date	Name of Club	Type of Event	Place	Type of Permit
July				
5	Lanes A.C.	Hill-Climb	Clerk Hill	C.I.
5	Ulster A.C.	Race Meeting	Northern Ireland	C
5	W. Essex M.C.	Night Trial	W. Essex	C
5	B.A.R.C.	Rally	Eastbourne	C
6	N.W. London M.C.	Standard Car Trial	Chilvers	C
6	South Essex M.C.	Rally		C
6	Riley Motor C.	Trial		C
6	Bugatti O.C.	Hill-Climb	Prescott	C
6	S. Mid. M.C.	Trial	N. N. C.	C
6	Lloyds M.C.	Rally	Surrey	C
6	C.S.M.A.	Driving Tests	Medway	C
6	U.H. & L.L.M.C.	Spring Rally		C
6	Stockport M.C.	Rally	Cheshire	C
6	Peterborough M.C.	Nat. Trial	Peterborough Area	C
6	Torrey M.C.	Prod. Car Run	Dartmoor	C
6	Newcastle & Dist. M.C.	Insurance Rally	Newcastle Area	C
10	Jersey M.C. & L.C.C.	Hare Meeting	St. Helier	
10-12	S. Wales A.C.	Welsh Rally	Wales	N
11	London M.C.	Race Meeting	London	C.I.
12	Manchester & Dist. M.C.	Race Meeting	R. & A. Sands	C.I.
12	H. M.C. & C.C.	Volunteer Trial	B. M. C.	C
12	M. C. C. & N. C.	Hill-Climb	London	C
12	Cumberland S.C.C.	Speed Event	Carlisle Dist.	C
12	Herefordshire M.C.	Race Meeting or Sprint	Madley A. Field	C
12	Surrey	Driving Test	Sutton Coldfield	C
12-13	Brighton & Hove M.C.	Rally & Concours	Brighton	C
13	Herts C.A. & C.C.	Nat. Trial		C.I.
13	Leam M.C.	Rally	W. Somerset	C
13	Cambridge & Dist. C.C.	Race Meeting	N. N.	C
13	C.S.M.A.	Nat. Trial	Hampton Heath Area	C
13	B.A.R.C.	Insurance Cup M.C.	N. W. Essex	C
13	M.C. C. & N. C.	Competition	Chilvers A. Field	C
13-15	W. Hants & Dist. M.C.	Nat. Trial	Hants & Dist.	C
13	London & Dist. C.C.	Nat. Trial		C
13	Cambridge M.C.	Competition	Cambridge	C
17	N. W. Essex M.C.	Rally	Chilvers	C
19	R.A.C.	British Grand Prix	Silverstone	C
19	Thames Valley M.C.	Insurance Trial		C
19	N. W. Essex M.C.	Driving Tests	Stamford	C
20	York & Dist. M.C.	Trial	N. York	C
20	H. M.C. & C.C.	Nat. Trial	N. W. Essex	C
20	N. W. Essex M.C.	Driving Tests	Chilvers	C
20	N. N. C.	Race Meeting	London	C
20	H. M.C. & C.C.	Race Meeting	Brands Hatch	C
21	London & Dist. M.C.	Race Meeting	Knockhill	C
23	Riley & H. M.C.	Competition		C
24	Jersey M.C. & L.C.C.	Hill-Climb	Wesley Bay	C
24	Morgan 44 Club	Driving Tests	Dorchester or Oxford	C
24-27	E. Counties M.C.	Rally	Northfolk	C
24-26	Cheltenham M.C.	Rally	Cheltenham	C
26	Veteran C.C.	Hill-Climb	Dorking	C
26	N. of Ireland M.C.	Rally	Londonderry	C
26	B.A.R.C.	Race Meeting	Goodwood	C
26	Darlington & D.M.C.	Race Meeting	Croft	C
26	Ashton Martin O.C.	Race Meeting	Silverstone	C
26	E. Counties M.C.	Driving Tests	Suffolk	C
26-27	R. Schale & Dist. M.C.	Nat. Trial	N. England	C
27	Bugatti O.C.	Hill-Climb	Prescott	C
27	Middleton & Dist. M.C.	Trial	N. York	C
27	A.S.C.C.	Rally	Marston	C
27	Winfield J. & Dist. M.C.	Race Meeting	Winfield	C
27	Sharncliffe & D.M.C.	Driving Tests	S. Staffs	C
27	Severn Valley M.C.	Speed Trial	Wellington	C
27	Sunbeam-Talbot O.C.	Trial	Chilvers	C
August				
2	Mid-Surrey A.C.	Harrogate Trial	N. Devon	C
2	West Essex C.C.	Race Meeting	Bovham	C
2	Bentley Drivers Club	Race Meeting	Silverstone	C
2	West Hants & Dist. M.C.	Spring	Hants	C
2	Mid M.R.C. of Ireland	Spring	Ards	C
4	Nottingham S.C.C.	Race Meeting	Nottingham	C
4	London & Dist. M.C.	Spring	London	C
4	Half-Litre C.C.	Race Meeting	Brands Hatch	C
6	Newry & Dist. M.C.	Driving Tests	Cranfield Airfield	C
9	R.S.A.C.	Race Meeting		C
9	London & Dist. M.C.	Hill-Climb	London	C
9	London & Dist. M.C.	Race Meeting	London	C
9	London & Dist. M.C.	Race Meeting	London	C
9	London & Dist. M.C.	Race Meeting	London	C
9	London & Dist. M.C.	Race Meeting	London	C
10	London & Dist. M.C.	Race Meeting	London	C
10	London & Dist. M.C.	Race Meeting	London	C
10	London & Dist. M.C.	Race Meeting	London	C
15-24	N. W. Essex M.C.	Insurance Trial	Chilvers	C
16	R.A.C.	Race Meeting	Goodwood	C
16	N. W. Essex M.C.	Race Meeting	Chilvers	C
16	N. W. Essex M.C.	Hill-Climb	Chilvers	C
17	London & Dist. M.C.	Insurance Trial	London	C
17	London & Dist. M.C.	Insurance Trial	London	C
17	London & Dist. M.C.	Insurance Trial	London	C
23	B.A.R.C.	Insurance Trial	W. Hants & Dist.	C
23	H.S.J. C.C.	Race Meeting	S. Staffs	C
23	S.N.C.C.	Race Meeting		

The R.A.C. National Calendar—Continued

Date	Name of Club	Type of Event	Place	Type of Point
November				
30	Leicestershire C.C.	Trial	Leeds	C.I.
30	Kenilworth Border C.C.	Kenilworth Trial	Kenilworth	R.
30	Coventry & Warwick M.C.	Trial		C.
December				
2	Brighton & Hove M.C.	Dinner & Dance		C.
6	T.H.M.C.	Nash Trial	Hants. & Berks.	C.
6	N.W. London M.C.	General Trial	Chesham	R.
7	Chelmsford C.C.	Trial	Chelmsford	C.
7	Beckhampton M.C. & C.C.	Trial	S. Midlands	C.I.
7	A.C.S.S.	Race	Bever	C.
7	Putney & Derby M.C.	Dayna Test	Derby	C.
7	N.M.S.M.C.	Trial	N. Derby	C.
7	Leamington M.C.	Trial	Leamington	C.
7	Leamington & Chelmsford M.C.	Trial	Leamington	C.
7	Hants. & Berks. L.C.C.	Trial	Sharncliffe	C.
12	S.W. London M.C.	Race	Chesham	C.
13	Derby M.C. & L.C.C.	Trial	Derby	C.
13/14	Brighton & Hove M.C.	Trial	Wade	C.
13/14	Northampton & L.C.C.	Race	N. England & Wales	C.I.
14	Sharncliffe & Derby C.C.	Trial	Sharncliffe	C.
14	Leamington M.C.	P.O. Car Run	Leamington	C.
14	Putney & Derby M.C.	Trial	S. Devon	C.
14	Leamington & Chelmsford M.C.	Sporting Trial		C.
14	N. Devon M.C.	Trial	N. Devon	C.
14	Seaton Valley M.C.	Trial	Wrexham	C.
14	W. Hants. & Dorset	Trial	Hants.	C.
14	Midhurst & Mid-Kent	Trial	Charing	C.
14	N. London & Kent C.C.	Trial	Hants.	C.
20	R.A.C.	Ten's Championship		R.
21	W.C.C.	Trial	W. Hants.	C.I.
21	Sheffield & H.E. M.C.	Trial	Derby	C.
21	S. Anglian M.C.	Driving Tests	Hants.	C.
26	M.G. C.C. (S.W.)	Trial	H.	C.I.
28	Upper A.C.	Trial	Northern Ireland	C.

Correspondence—Continued from page 207

The A.R.M. Game

MAY I pander to my vanity in making a very tentative suggestion re our A.R.M.? In order to obtain a very low seating position, and yet retain the same transmission system with no extra gears to drive could the engine be tilted so that the crankshaft (or wimble?) line, and consequently the transmission line were on one side? The resulting space—to

one side of the "skin tight" crankcase (wimble-box?)—could be occupied by the oil tank; or some other means could be used to retain the C. of G. in the centre of the car.

The fixed prop. shaft could occupy a tube on one side of the bucket seat, which, perhaps, could be moved an inch or two to accommodate same. Behind the driver, the gearbox back axle unit would have to be modified. This, I suggest, could be done without risking loss of power by "lozenging" the casing of the gear change case so that the input shaft came below and to one side of the secondary shaft. This would mean moving the brake assembly on that side to some other location, either to the orthodox position—on the wheel hub, with the other on its wheel hub, of course—or arranging as per B.S.A. front wheel drive. This arrangement—providing for the drum to be mounted on the diff. cage and crown wheel assembly—does its braking through the diff. and does it efficiently and evenly—at least in my experience.

Details, difficulties, etc., I have not considered to any length, leaving that to clever men—always assuming they get this far. One difficulty might be loss of braking power should one wheel leave the ground, but this would be partly offset by the limited slip diff. An advantage at the rear end might be a saving in weight by only using one brake assembly—of ample size, incidentally—another might be the ease with which it could be cooled; all the brake mechanism is on the exposed side of the drum and can be "fanned" easily, apart from its not being affected by back axle temperature.

In the engine compartment, an advantage might be a lowered engine position by having the oil tank alongside the crankcase. This could be helped by reducing the size of the clutch assembly diameter—possibly a two plate clutch? From this reduced flywheel size idea springs another thought. Would it be possible to dispense with an outside flywheel altogether and build the webs of the crankshaft into full discs—as well as the existing bob weights, of course—the said discs getting progressively thicker from front to back so that strength is increased as power transmitted is increased? Ah well, just a thought.

Lastly, in my defence, I would point out that I started on the theme of "would it be possible to, etc., etc."

Well—would it?

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T. H. LINER

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News from the Clubs—continued.

MERCEDES-BENZ REGISTER

AMONGST the many one-make Registers now functioning the name of Mercedes-Benz has hitherto regrettably been absent.

It is now proposed to make good this omission by forming such a Register covering all models, ancient and modern, large and small.

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Will all such persons interested in this project please write the founder secretary, R. H. Johnson, "Chequer Trees", Limpley Stoke, Near Bath, Somerset.

"750" MONTHLY MEETING

THE usual capacity attendance at the 750 M.C.'s monthly "First Monday" meeting at the Abbey Hotel, Stonebridge Park, on 4th February, were treated to a really topical talk, as some two months previously founder-member Tom Lush had been booked to describe "How we won the Monte Carlo Rally". Owing to this commendable piece of foresight, the large gathering were able to hear what must be almost the first, if not the first, detailed and personal account from the winning crew. Hot from being televised by the B.B.C., Tom arrived to

give a most interesting and exciting talk that gave everyone a vivid picture of the whole event, right from the last minute change in the average speed requirement for the Regularity Test (to the consternation of all navigators) to the announcement to the sleeping Sydney Allard of their victory.

The Club was also very pleased to welcome a distinguished visitor in the person of Alan Hess, Austin's Press Relations Officer, who journeyed from Longbridge to be present and who was prevailed upon to say a few words at the commencement of the meeting.

KNOCK M.C.C. DANCE AND PRIZE-GIVING

THE annual dance and prize-giving of the Knock Motor Cycle Club at the Carlton, Belfast, on 7th February, took place, as the President, Commander Oscar Henderson, said, "under the shadow of a great sorrow". But Commander Henderson went on to say that he had known the late King for 40 years, and he knew he would have wished the function to take place. A film show was provided by R. McDonald, and Mrs. Henderson presented the prizes. Those awarded for car events were received by H. L. S. Jefferson, S. Penland, D. G. Johnston, W. T. Todd, I. Morrison, R. C. McKinney, I. Titterton, C. E. Robb, D. H. McWhir, F. G. Duffin, C. McCullough, D. G.

McNally, G. Wolseley, R. J. Adams, C. W. E. Maunsell, J. A. Hyde, and J. S. Piggott.

SILVERSTONE 1952 CALENDAR

THE B.R.D.C., new lessees of the Silverstone circuit, announce the following Club bookings for the coming season:—

Vintage Sports Car Club, 3rd May.

B.R.D.C. DAILY EXPRESS MEETING, 10th May.

Maidstone and Mid-Kent M.C., 24th or 31st May.

Eight Clubs, 7th June.

Bugatti Owners' Club, 14th June.

Midland Motor Enthusiasts' Club, 28th June.

M.G. Car Club, 5th July.

Vintage Sports Car Club, 12th July.

R.A.C. BRITISH GRAND PRIX, 19th July.

Aston Martin Owners' Club, 26th July.

Bentley Drivers' Club, 2nd August.

North Staffs Motor Club, 16th August.

Half-Litre Car Club, 23rd August.

Seven Fifty Club, 30th August.

Sutton Coldfield, 6th September.

M.C.C., 13th September.

Peterborough Motor Club, 20th September.

(Dates of Public Meetings in capitals)

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